# 4-for-4: McGrath stays perfect in San Diego SX


# CYCLE NEWS®

America's weekly motorcycle newspaper

February 16, 1994: Number 6 (outside the U.S. $2.75) $2.00

## FIRST RIDE!
# Ducati 916

# The Big Red One

TIME DATED MATERIAL ...MAILED FEBRUARY 8, 1994

**Plus: Interviews with Kenny Roberts and Mike LaRocco; Honda CR500 Hop-up and more.**

**Rodney Smith** (Suz) scored the overall win in round two of the AMA National Championship Hare Scrambles Series in Hollister, California, February 6. Smith finished approximately two minutes ahead of his nearest competitor, defending champ and series points leader **Scott Summers** (Hon). Third overall was local rider **Eric Mashbir** (Hus), while **Ron Naylor** (ATK) and **Pat Garrahan** (Hon) rounded out the top four.

**Jimmy Gaddis** (Kaw) was the big winner during round 11 of the AMA/Prolite National Arenacross at the Pershing Auditorium in Lincoln, Nebraska on February 4-5. Gaddis finished second to **Billy Whitley** (Hon) and just ahead of **Chad Pederson** (Yam) in the 250cc class on opening night, but headed Whitley and Pederson in the 125cc class. Gaddis then cleaned up in both classes during the second night of racing, topping Whitley and **Doug Stone** (Kaw) in the 250cc class, and **Grayson Goodman** (Hon) and **Shawn Morga** (Kaw) in the 125cc class.

AMA Superbike National Champion **Doug Polen** will definitely compete in the Daytona 200 on March 13, according to sources close to the Texan. The race will mark Polen's debut on the factory Honda RC45. Following the Daytona 200, Polen will compete in the World Championship Superbike Series which begins on May 1 in England.

According to reports from our correspondent in Australia, Bernie McGuire, the Marlboro Roberts Yamaha team of **Luca Cadalora** and **Daryl Beattie** have returned to testing the 1993 Yamaha YZR500 after running into problems with the '94 model during their recent Malaysian test. Cadalora told the Italian magazine MotoSprint that the new electronically monitored chassis, "leaves the rider with less feeling than the traditional chassis." Cadalora's best lap at the Shah Alam circuit was a one minute, 26.2 seconds; nearly a second slower than those turned in by **Kevin Schwantz** during the Lucky Strike Suzuki test. Beattie's best lap was just two tenths of a second slower than Cadalora's.

Italian road racer **Doriano Romboni** tested the new Honda NSR250 during HRC's tests at Eastern Creek in Australia. "The new bike is good," Romboni said. "The engine is still much the same and the power is much the same as before. I cannot really tell exactly what HRC has done with the new bikes, but I know they have been working on cylinder and cylinder head modifications and ignition for the new lower octane fuel." Romboni, who was suffering from the flu, turned in a best lap of 1:33.6, almost a second off the lap record set by last year's Australian GP winner **Tetsuya Harada**. West German **Ralf Waldmann** made his testing debut on the Honda NSR250 at Eastern Creek. Waldmann, who finished fourth in last year's 125cc World Championship, was almost two seconds off Harada's lap record.

Australian **Michael Doohan** made an impressive return to the race track on February 4, just weeks after having the external fixator device removed from his badly broken right leg. Doohan and the Honda team completed three days of testing at Eastern Creek with the 28-year-old turning a best lap of 1:31.6, just two tenths of a second slower than the lap record held by **Kevin Schwantz**. In June of 1992, Doohan broke his leg during practice for the Dutch GP in Assen. After the U.S. GP in September of 1993, the Australian underwent surgery to straighten the leg. "I've only been walking for a couple of weeks, but I probably feel physically fitter now than I've ever been since the crash in Assen," Doohan said. "We've been doing a lot of basic testing at the moment, but we haven't got our heads down too seriously yet."

**Michael Doohan** will be joined by his brother **Scott** on the starting line at the Australian Grand Prix on March 27. Scott Doohan has accepted a "wild card" entry for the race at Eastern Creek and will compete aboard a Harris-backed Yamaha YZR500. Scott Doohan will spend the rest of 1994 trying to win the Australian Superbike National Championship on a Ducati.

Two-time Canadian National Dirt Track Champion **Steve Beattie** made his ice racing debut at an event held in Toronto, Canada, recently, but assured us that he wouldn't return to the ice anytime soon. "Man, it was the most miserable thing I've ever done," said Beattie. "With the wind chill factor it was 75 degrees below zero. I had my van running for 12 hours straight - I'd stay in there with the heater on until it was time to race. As soon as I finished on the track, I'd ride straight back to the van and load the bike. We had to keep a portable heater on the engine cylinder - otherwise it wouldn't start up."

And speaking of **Steve Beattie**, the 21-year-old Burlington, Ontario, resident will return to the states to contest the 1994 AMA Grand National Championship Series aboard a Harley-Davidson XR750 backed by Deeley H-D/Tucker Rocky/MSR/Shoei/Tsubaki/IM Leathers/Protomax/Nemco/Motion Pro/Body Double/EBC/Champion and K&N. Beattie finished the '93 series 13th overall, posting a career-best fourth-place finish at the Lima Half Mile National. "We made a lot of progress last year," said Beattie. "This year we're looking to break into the top 10."

**Andy Tresser**, the winner of the 1993 Bellingham (Washington) 600cc dirt track National, will ride a Fast By Ferracci-prepped Ducati in the 1994 AMA Grand National Championship. The Ducati engine will be featured in a frame designed and built by **Harry Hoffman**.

**Alice Roberts**, 65, the mother of three-time World Champion **Kenny Roberts**, died after suffering a massive heart attack on February 1 at her home in Modesto, California. Roberts was in Malaysia for a Marlboro Roberts Yamaha test session at the time of his mother's death, and he returned home on February 4. "She wasn't sick," Roberts said. "It was really sudden. She went in for a minor operation on her elbow and the next day she had the heart attack."

According to the Motorcycle Industry Council (MIC), **Jim Baca** resigned his position as the director of the Bureau of Land Management (BLM) on February 3 after coming under pressure from Interior Secretary **Bruce Babbitt**. The action ended a week of uncertainty stemming from Baca's refusal to accept a new position as a deputy assistant secretary of the Department of Interior, which oversees BLM. Though characterized as a promotion, many observers saw the job offer as an ultimatum to oust Baca from the sensitive BLM post, according to MIC.

A minimum purse of $5000 will be paid to the top 10 hand-shift racers in AHRMA's Pre-1940 and Class C classes in the AHRMA National Championship Historic Cup Series. According to AHRMA executive director **Jeff Smith**, pre-entries for both classes have risen significantly for the March 4 round at Georgia's Roebling Road and for the March 7 round at Daytona International Speedway. "Clearly, the incentive of a nice payday is helping people bring out those magnificent hand-shifting Indians and Harley-Davidsons," Smith said. "We are very happy to see more of these crowd-pleasing machines on the track."

Atlanta Braves outfielder **Ron Gant** broke his leg in an off-road motorcycle accident on February 3 in Woodstock, Georgia. Gant is expected to be out of action for three months.

The 18th Annual **Italian Bike Owners** Party will be held on March 11 at the Daytona Recreation Island Auditorium, located at 109 Orange Ave, in Volusia, Florida. Admission is free and the party will feature display tables for Italian clubs, Italian bike part sellers, and people wishing to show off their bikes. For more information call 305/226-4216.

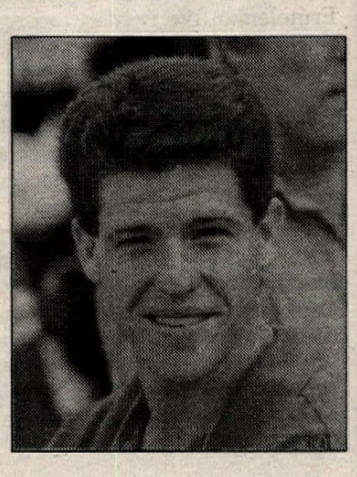
The Sheraton Suites in Pomona, California, will serve as the official race headquarters for the **L.A. Superbike Championship**, the third round of the AMA U.S. Superbike National Championship, scheduled for April 8-10 at the LA County Fairplex in Pomona. Sheraton Suites will offer special rates for those attending the race. For reservations call 800/722-4055, for ticket and race information call 714/632-7070.

**David Aldana** will teach the **Team Suzuki Endurance Advanced Riding School** in 1994. Beginning with the September 16 date at the Memphis Motorsports Park in Memphis, Tennessee. For more information contact Team Suzuki Endurance at 909/245-6414. The class is free to purchasers of 1994 Suzuki GSXRs and a $125 discount is offered to purchasers of other 1994 Suzuki sport bike models. Regular tuition is $250 and classes are open to all riders on a first-come, first-served basis.

The **CLASS** Motorcycle School is offering 34 sessions in 1994, beginning with a March 21 class at Laguna Seca Raceway in Monterey, California, and winding up with a November 14 session at Laguna Seca. In between, the school visits such famous race places as Road Atlanta, Heartland Park Topeka, Watkins Glen and Willow Springs Raceway. The school is taught by former AMA Superbike National Champion **Reg Pridmore** and his son, current AMA road racer Jason. For more information on the BMW-sponsored school call 800/235-7228.

The AMA will sanction **speedway racing** in 1994. Speedway has been racing under the jurisdiction of the Speedway Racing Association for the past two years, but the promoters and the AMA have reached an agreement regarding licensing and insurance which will allow the promoters to choose their own carrier. Furthermore, riders will no longer have to carry a pro license, but will only be required to be AMA members to compete. "I've already gotten sanction applications from Costa Mesa, Glen Helen and Auburn, and I expect to be getting the others in soon," said

# Cagiva secretive in Aussie tests



The Cagiva Grand Prix team of Doug Chandler and John Kocinski (right) unveiled an innovative new chassis on their 1994 Cagiva 500cc V-fours during testing at Eastern Creek in Australia on January 30-February 1.

The dramatic new chassis is constructed of carbon fiber and aluminum and is a first in GP motorcycle racing; the combination of carbon fiber/aluminum being first launched in Formula One car racing. Chandler, who finished 10th in last year's 500cc World Championship, indicated the '94 chassis was a lot more "user friendly" than the '93 equivalent.

"The new chassis has been built to stiffen the overall frame and at the same time keep the weight down," Chandler said. "When I rode the '93 bike for half a day on the first day of testing, I could feel the bike moving. The new bike is perfect, with little or no movement. Eastern Creek has always been a track where I had a lot of trouble with the bike flexing, especially up the hill, going right then quick left. The '93 Cagiva seemed like it wanted to pivot around the steering arm. But the new bike is a lot easier to ride and holds the line better. The new bike is also a lot more predictable when it starts to slide. When it does start to slide, it's easier to handle. You know when it's coming - there's no longer a quick snap."

Chandler started his maiden season with a third-place finish at Eastern Creek in the opening round of the series last year. Unfortunately, he wasn't able to better that as his season turned into a disappointing one. "Last year was a year I would rather forget," Chandler said. "I learned a few things, but everything I tried - stuff I thought I was doing right - just turned the opposite and dropped me on my face. It was a real tough year. Now it feels good to get on a bike and start fresh. I'm really happy with our progress so far. It's going to be good having Kel (Carruthers, Chandler's new crew chief). Kel's a pretty open-minded person and he's easy to get along with. He has plenty of experience, so I don't think we'll have any problems."

Chandler was joined at Eastern Creek by Kocinski, who lapped near the lap record on the final day of testing.

"We've made a lot of progress and we didn't have any problems," Kocinski said. We know that we just have to keep working hard, if we are to make progress."

Unlike last year, Cagiva raised a veil of secrecy around their Australian test sessions. No photographs were allowed to be taken of the new bikes and a cover remained draped over one of the machines when journalists were present, leading to speculation that this "secret" bike was using fuel-injection.

**Bernie McGuire**

AMA Special Projects Manager Bill Boyce. "There was a need on both sides of the fence to get together. Every rider thinks he can become the next Sam Ermolenko. We needed to provide him with a stepping stone to have that opportunity."

Along those lines, there will be an **American Qualifier** on the schedule for '94. The race is tentatively scheduled for May 21 at the Ventura County Fairgrounds. For the past two years, the AMA has been forced to seed the top overseas-based American riders into the Overseas Qualifier, leaving the American-based riders with no chance at the World Championship. The last American Qualifier was held in 1991 at Veterans Memorial Stadium in Long Beach, California.

The **San Jose Speedway** will be active for the remainder of the month with indoor mini-bike short track events on February 12, 19 and 26th and with two-man Enduro-thons on February 13, 20 and 27th.

The 1994 **Team Obsolete** lineup for Daytona is an impressive one. **Dave Roper** will race the ex-Jim Redman/Mike Hailwood 1964 Honda RC 164/5 250cc six-cylinder for the first time on American soil during the 350cc GP class during AHRMA action on Monday, March 7. Roper will also race a Matchless G-50 in the 500cc Premier class. **John Cronshaw** will debut the ex-Giacomo Agostini 500cc MV Agusta in the 500cc Premier class and will also ride a G-50 Matchless in the Classic 60s class. **Yvon DuHamel** will race a Ducati short-stroke 750 in the Formula 750 class; **Don Vesco** will compete in the 500cc Premier class on an ex-Hailwood Manx Norton; **Pat Moroney** will campaign a G-50 and a 1956 AJS 7R; and **Jeff Elings** will ride a G-50 Matchless dirt tracker in the 500cc Premier class.

**Silkolene** will post over $90,000 in Silkolene Lubricants road race product certificates during the 1994 road racing season. Included in the program are the WERA Sprint Series, AMA/CCS Sprint Series, AFM North, CRA, MRA, OMRRA, THRRA, WMRRA and WSMC. Payouts are as follows: $50 for first, $25 for second and $15 for third. For more information contact Garry Gallagher at 206/485-7610.

The AMA has opened the **AMA Travel Desk**, a full-service travel agency operating from the AMA's headquarters in Westerville, Ohio. Air travel, motel reservations, vacation cruises and vehicle rentals, as well as special tour packages to major AMA events, will be among the services offered to association staff, members and racing teams. The agency is being run by Archer Travel Services of Glendale, California.

The Motoring Press Association held its annual awards banquet on January 15. AMA 250cc National Champion **Jimmy Filice** was honored as the "Motorcycle Rider of the Year on a Road Course." **Ricky Graham** accepted the "Motorcycle Rider of the Year on an Oval" award. **Kenny Roberts** was awarded the "Motor Sportsman of the Year" award, for bringing the United States Grand Prix back to Monterey, California.

Road racer **Brian Gibbs** will join **Todd Harrington** and **Mike Murphy** on the American Flyers-backed team for the 1994 racing season. The three will ride Honda CBR600s in the AMA/CCS 600cc Supersport Series.

**King Hussein of Jordan** recently purchased two Harley-Davidson Ultra Classic Electra Glides with sidecars, an H-D 1200 Sportster, an H-D Dyna Low Rider, an H-D Heritage Softail Classic and a BMW R1100RS from Rockville Harley-Davidson in Gaitersburg, Maryland, on January 24. Hussein and his wife, **Queen Noor**, were escorted to the dealership by a motorcade which featured six Washington D.C. police bikes with sidecars and 10 other security vehicles. Queen Noor also purchased some Harley-Davidson Motorclothes.

The Women's International Motorsports Association has announced that their 1994 **WIMSA Ladies' Motocross World Cup** will be held Sunday, May 29, at Motorcycle Raceway in Oklahoma City, Oklahoma. According to the WIMSA, the Pro class will have a purse of at least $1000, and the field will consist of top women motocrossers from around the world. **Jamie Pamintuan, Mercedes Gonzalez** and **Gale Webb** will be on hand and ESPN will cover the event. The day before the race, WIMSA and Gonzalez will hold a women's motocross school. Price has yet to be determined, but reservations should be made by April 29. For more information, contact WIMSA at P.O. Box 3472, Idyllwild, California 92549-3472, 909/659-4754.

The opening round of the 1994 **AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series** will take place Tuesday, March 8 in Ocala, Florida, as part of Daytona Bike Week. The day before the race, from 12:00 p.m. to 5:00 p.m., the park will be open to entered riders for practice on a special course. Racer Productions will also hold a barbecue for riders and teams on March 7. The second round of the series will take place Sunday, March 12, near Sumpter, South Carolina. For more information, call 303/594-1157.

**Racing Enterprises** is getting downright romantic. The southern California promoter called to inform us that in honor of Valentine's Day, gate fee will be half-price for riders' wives and girlfriends at the February 12 motocross at Carlsbad Raceway in Carlsbad, California. For more information call 619/484-1441.

In his 250cc supercross debut, privateer **Lance Smail** dislocated his elbow at the Anaheim Supercross on January 29 when he came up short on a double in a preliminary qualifying race. Smail underwent surgery and hopes to be back in action in six to eight weeks.

**Daniel Boone Motocross Park** informs us that due to the arctic conditions that have gripped much of the eastern U.S., their January 30 poker run had to be cancelled. Promoter **Jerry Hebel** said that running the event would not be wise environmentally, but that he will continue to work with the United States Forest Service to have events in the future.

As we reported last week, former National Enduro Champion **Kevin Hines** will import enduro-converted Honda CRs from Italy in '94. Hines has joined forces with **Kevin Davis** and **Dave Burke** to form CRE imports. The trio will import "enduroized" bikes in several different displacements, including 80cc (in a 125 chassis), 125, 250, 260 and 500cc, as well as a rally-ready 500cc version. With secondary sponsorship from Manchester, Connecticut's Manchester Honda, Hines will ride a Honda in the National Enduro Series, selected National Reliability Enduro and NETRA rounds, and the ISDE. For more information, call 303/465-2848.

With the **Nevada Rally** still half a year away, an air date has already been set for coverage of the event on the Prime Network. The one-hour show will run on September 15. According to event promoter Acerbis Adventure, most of the top rally riders will compete in the event with American Honda set to field two riders.

Italian **Davide Trolli**, who led much of last summer's Nevada Rally, recently spent several days at the house of off-road racer **Darren Sanford** in San Diego, California. The reason? Trolli wants to race desert in the U.S., so Acerbis USA flew him across the pond to hunt for financial support. Trolli spoke with Kawasaki Team Green, and the discussions reportedly went well. Trolli says that if things go well, he could spend several years in the States.

The **14th Annual Pre-Daytona AMA Half-Mile Flat Track** will be held Sunday, February 20 at Devil's Bowl Speedway in Dallas, Texas. AHRMA vintage races will be included, as will a special 883 Harley-Davidson class and amateur and youth competitions. For more information call 214/216-5520.

New Zealand road racer **Simon Crafar** will ride a Honda RC45 in this year's World Championship Superbike Series. Crafar, who competed in portions of the World Superbike Series, 500cc Grand Prix and 250cc Grand Prix Series in 1993, will ride for Team Rumi.

The **SageRiders** Motorcycle Club's National Hare & Hound scheduled for April 9 in Jericho, Utah, has been designated by all club members to be a benefit race for club secretary **Marilyn Tipton** and her daughter, Megan, who were both injured on January 30th when their vehicle was struck by a train. The day after receiving her number one plate in the Beginning Womens class, Marilyn Tipton was unable to stop her car at a railroad crossing near Mapleton, Utah, because of icy road conditions. The car struck a passing train and Megan Tipton was ejected 80 feet and has been unconscious since the accident. Marilyn Tipton, meanwhile, suffered a broken ankle. SageRiders MC is asking for donations to help offset the Tipton's medical bills. Donations can be sent to SageRiders, attention Allen Gerber, 12717 S. 125 East, Draper, UT 84020.

**Kohji Ohkawara**, the Japanese motocrosser who broke both his arms at the Las Vegas Supercross last year, was supposed to return to action for this year's AMA Supercross Series but, so far, has been a no-show. According to **Jim Holley**, who helps sponsor the Yamaha rider while he is in the U.S., Ohkawara suffered another injury to his arm at the Tokyo Supercross in December. He is expected to return to action soon.

**BORN:** Christopher Wayne Mertens, son of former Grand National Championship Series contender Tim Mertens and his wife Margaret, in Bellevue, Illinois, January 7.

**MOVED:** Race West Productions, Inc., to 1200 North Barsten Way, Anaheim, CA 92806, 714/632-7070 (phone), 714/632-1060 (fax). Race West Productions is promoting the LA Superbike Championship, the third round of the AMA U.S. Superbike National Championship scheduled for April 10 in Pomona, California.

**CORRECTION:** In our coverage of the opening round of the AMA National Championship Hare & Hound Series at Lucerne Valley, we incorrectly listed Billy Fullmer as the winner of the Four Stroke A class. Honda's Jeff Capt officially won the class. Fullmer finished second.

**BORN:** Grayson Stone Quay, to Pro Action Suspension's George Quay and his wife Julie, on January 4 in Beaver Falls, Pennsylvania.

**APPOINTED:** Dean Swims, as account executive for Extension Express , a receivables management company based in Chamblee, Georgia. Swims, a two-time WERA National Champion, will be concentrating his efforts in servicing motorcycle related industry accounts. For more information call 800/742-8799.

**BORN:** Sarah Marie Moore, to Thomas Moore and his fiancee Cathy Hoff, on January 12 in Santa Monica, California. Moore is an AMA/CCS road racer and the parts manager at Bartels' Harley-Davidson in Marina Del Ray, California.

**APPOINTED:** Jeff Johnston, to the position of racing manager for Metzeler Motorcycle Tire North America Corp. Johnston will attend all of AMA and WERA National road races and selected AMA National Enduros, Hare Scrambles and GNCC events. For more information call 215/458-9662. CN

# AMA announces its biggest-ever TV package

Over 17 hours of 1994 television coverage, on four national cable networks, will bring AMA race action to more homes than ever before, according to the AMA.

Under agreements outlined by AMA Vice President of Sports Marketing Tom Mueller, there will be coverage of every event in the AMA U.S. Superbike Championship Series, AMA Camel Supercross Series, AMA 250cc National MX Series and AMA 125cc National MX Series. In addition, the 250cc U.S. MX GP and 10 rounds of the AMA Grand National Championship Series will be telecast to national audiences.

Coverage will be spread among ESPN, Prime Sports Channel, The Nashville Network and ESPN2.

"We're extremely pleased with our unprecedented lineup of television coverage for 1994," said Mueller. "We are committed to providing the best in sports entertainment, and believe that the American public is just beginning to realize the tremendous appeal of AMA road racing, dirt track and motocross."

For more information regarding telecast schedules, contact the AMA at 614/891-2425.

# CYCLE NEWS

**America's weekly motorcycle newspaper**

**Volume XXXI**

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.**

**To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.**

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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**Printed in U.S.A.**



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# VOICES
## Letters to the editor

### The supercross blues

Every January I start to get excited knowing that the AMA Supercross circus is coming to Anaheim Stadium. Being a major supercross fan, I can't wait to see the best riders in the world for the first time (and their only L.A.-area appearance) in the new season. However, as I walked out of the "Big A" on Saturday evening, I left disappointed.

Like every race for the past five years, I left feeling that the presentation of what should be an exciting event is at least predictable - if not downright dull. Instead of experimenting with new ideas that complement the excellent racing, the promoters continue to feed us the same boring opening ceremony - mandatory fireworks at the end of the National Anthem, championship wrestling-style announcing, countless rider interviews, and too much downtime. Hey, even the music blasted at us before the individual main events hasn't changed in years.

This is "go through the motions" promotion: the same old people doing the same old things. When MC Larry Naston screams, "Anaheim, are you ready?" and no one seems to care, the audience is demanding change.

I hate to be overly critical of the promoters, but I love the sport and want to see it grow and become respectable in the eyes of the sporting world. Fans leaving Anaheim Stadium should be rapping about the amazing race action, not about who's going to win the Super Bowl. Supercross is an amazing sport full of amazing athletes. With enthusiasm and experimentation shown by the promoters, perhaps more people will want to come out and experience it.

**Thomas Kageff**
**Manhattan Beach, CA**

### Desert faux pas

I anxiously look forward to Anne Van Beveran's excellent coverage of the major desert races. However, there was one error in the report on Desert M.C.'s Hare & Hound ("Hamel Rolls On," Issue #5) National that should be corrected. Bill Maxim is not the title holder in the over-40 Expert division. This honor belongs to Charlie Spellman, who earned 131 points vs. Maxim's 128 point total.

It is interesting to note that Charlie raced most of the season on a beat-up, four-year-old bike and didn't finish the last event when he was severely injured in a crash eight miles from the start. Broken ribs and a fragmented liver forced him to be on life-support equipment for three days, but he survived and is now doing well. No one tries harder than Charlie, so please give credit where it is due.

Charlie Spellman is #1.

**Dan Stoy**
**Corona, CA**

### Chicanery

Being a bike mechanic, I've always enjoyed your publication (I'm talking from the Gary Scott/Kenny Roberts dirt battle days), but it is really disheartening to read lately about all the totally negative things said towards the Harley-Davidson superbike effort. I mean c'mon, at least we have something we hopefully can watch grow into a contender - someday. But beating a project down before it even gets up is very distasteful. As readers, we don't want any ass-kissing. However, I know that a little published support would go a long ways towards making those involved in the effort feel better about it.

As for publishing actual costs as far as daily track rentals, riders' salaries, etc. - is there enough room for all the zeroes that would be Honda's invested effort? I applaud Harley-Davidson for at least getting something going.

**Ken Keller II**
**Burlington, WA**

### Wanting ads

About a week ago I made a reservation to attend the Daytona 200. I then thought about Phoenix two weeks later, so my plans now include seeing the Phoenix superbike races. My problem is this: I haven't seen any ads in the last three issues of *Cycle News*.

Please confirm the race date at Phoenix and also let me know how to go about getting tickets. I already have my Daytona tickets. I intend to be in Phoenix on March 23-28.

If the promoters don't advertise in *Cycle News*, how do they expect to fill the stands?

I also want to let you know I like the new format of the newspaper. The "Looking Back" column is great. Unfortunately, I need to look back to 1957. Keep up the good work, but tell the promoters about guys like me who depend on seeing their ads in *Cycle News* in order to make plans to attend the races.

**Roland L. Cusson**
**Soldotna, AK**

*The second round of the AMA U.S. Superbike National Championship will be held at Phoenix International Raceway on March 25-27. Ticket information is available by calling 602/252-3833, or by writing to Phoenix International Raceway, 1313 N. 2nd St., Phoenix, AZ 85004...Editor.*

### Missing trials

I just finished reading my issue #50 of *Cycle News*. Well, after reading all the interviews with the various champions in various fields of racing, or should I say competition, I noticed that the area of observed trials was completely left out. There was no interview with the U.S. National Champion.

There are a great number of your readers who not only ride trials, but like to read about it as well. I feel it is important to include trials in your publication just as you do road racing, motocross, and off-road. You might be interested to know that trials champion Ryan Young has won over 41 Nationals and has been the U.S. National Champion for the last six years in a row. Believe me, this is no small feat. Do you know of any other form of competition that has seen such a successful rider. I think it would be appropriate for your newspaper to include coverage of observed trials.

**Ron Brehm**
**Hopkins, MI**

*We are currently working on improving our trials coverage and have recently made arrangements to have even the World Championship rounds featured in Cycle News...Editor.*

**Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.**

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## ON THE FRONT COVER

Another first. *Cycle News* rides Ducati's rad, red 916 in Misano, Italy. See page 10 for all the facts. Photos by Gold & Goose.

# MAY THE GUY ON THE BEST BIKE WIN.

## BMW BATTLE OF THE LEGENDS III

You definitely don't want to miss this. Ten legendary riders on one world-renowned bike. The BMW R1100RS.

You've never seen so many World, National and Daytona champions all on one track.

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Come on out Monday, March 7. Meet the "Legends Emeritus," Dick Klamforth, Dick Mann, Bart Markel, George Roeder and Walter Zeller. Get their autographs. Shake their hands. And, of course, take a good look at the BMW R1100RS. The only motorcycle impressive enough to tempt many of the biggest names in racing history back to Daytona for one more all-out, AMA-sanctioned, internationally-acclaimed, wide open road race.

It's one for the books. And once again, the only bike on the track. **FOR THE WORLD AHEAD**

Daytona International Speedway, March 7, 1994. Practice starts 8:00 AM. Racing at Noon.
For ticket information call (904) 253-7223. For AHRMA information call (715) 842-9699.

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## Round 4: Jack Murphy Stadium

# And the beat goes on

**By Kit Palmer**
**Photos by Kinney Jones**

SAN DIEGO, CA, FEB. 5

Jeremy McGrath surprised no one by winning the Coors Light Challenge main event at San Diego's Jack Murphy Stadium. In fact, it would've been more of a surprise had he *not* won. After all, the defending champ had already aced the three previous rounds in Orlando, Houston and last week in Anaheim, where he scored his easiest win of the young season. But his win at San Diego, in front of 26,561 spectators, was a little bit different than the other three; this time there was some doubt as to whether or not he could win his fourth supercross event in a row when the 20-rider field lined up for the start of the 20-lap main event.

How could this be, you ask?

Well, for the first time since last year, the defending champ had to qualify for the feature via a semi after tangling with another rider during his heat race earlier in the evening. In that semi race, McGrath finished *second* to hometown favorite Mike Craig after an exciting race-long duel. This meant that for the first time this year, McGrath had lost in a head-to-head race! And to top things off, the 22-year-old from Murrieta, California, was feeling the effects of a bad head cold and was having trouble breathing.

On the other side of the coin, El Cajon's Craig was having a spectacular night. Despite having to ride a semi after crashing (with McGrath) in his heat race, Craig was overflowing with confidence - for good reasons: he had flat-out beaten McGrath earlier that night, he had a vocal hometown crowd backing him up, and he had gained the momentum that McGrath had suddenly lost.

If you were a gambling man, no one would've looked at you strangely had you put your money down on someone other than McGrath in the main event at San Diego.

But despite having the cards stacked against him, McGrath and his Skip Norfolk-tuned Team Honda/1-800-COLLECT CR250 still prevailed in the end, albeit not by much. Craig, on his Team Yamaha-backed YZ250 led for nearly 12 laps before letting fatigue and McGrath's relentless hounding get the best of him. Once out in front, McGrath set a fast but energy-conserving pace that just barely carried him to the checkered flag ahead of Kawasaki's Mike Kiedrowski, who put together a late-race charge that carried him past Craig and right up to McGrath's rear tire through the last few turns.

So, once again, it was McGrath in the spotlight after recording his fourth win of the season and the 14th of his career.

**Team Yamaha's Mike Craig (19) led winner Jeremy McGrath (1) for 12 laps in the 20-lap feature. Craig, from nearby El Cajon, ended up third but his claim to fame was beating McGrath head-to-head in an earlier semi final.**

"I just had to put all this stuff behind me and go for it," said a still-hacking McGrath afterwards. "I rode like crap in the qualifiers, but I felt okay in the final - just a little tired and fatigued. I started getting a sore throat on Thursday and then I got the whole deal (cold)."

Despite feeling "under the weather" and getting beaten by Craig in the semi, McGrath said he still wasn't too concerned about Craig in the final.

"Mike is a very fast rider," said McGrath, "but I didn't think he had 20 laps in him - but then again, I didn't know if I had either. I know I was looking for that two-lap board."

Craig was happy with his third-place ride.

"Early in the race I thought I could beat him," said Craig. "It's just hard to keep that kind of pace for 20 laps, and he (McGrath) is so used to it. But my main goal was to fight him and I did that, so I'm happy.

"Finishing third is a good starting point," added Craig. "I know now I have the speed and can win one of these."

Kiedrowski kept things exciting by chipping away at McGrath's lead during the last six laps. He, too, had a lot of confidence going into the feature after having set the quickest heat race time earlier in the evening. His second-place finish in the final was his best of the season.

"I've been getting bad starts, so all this week we've been working really hard on the bikes' suspension, and we've got 'em working good, and that helped a lot tonight," said Kiedrowski. "It's good to win your heat race because you know you're doing everything right. That helps you out a lot in the main."

Kiedrowski's second-place finish came none too soon for the Californian, who has gotten off to an unexpectedly slow start on the season.

"After the first couple of races, I felt really down," said Kiedrowski. "I was beginning to feel that I was falling into the same rut as Jeff Stanton and Damon Bradshaw, and I wanted to get out of it right away. Things are coming around; the bikes are good and I enjoy riding them now."

Steve Lamson had a roller-coaster ride on his Honda/1-800-COLLECT CR250. He started the feature in third, then dropped back to as far as seventh before working back up to fourth at the finish, while Jeff Matiasevich, on an NCY/Oakley/Bell Helmets-backed Yamaha, passed Team Noleen/Sizzler/Yamaha's Larry Ward in the last turn for fifth.

"Actually, I spent most of the race dicing with Lamson," said Ward, who finished third last week in Anaheim. "I just didn't feel comfortable tonight. I was fighting the ruts all night."

Seventh went to Team Suzuki's Brian Swink, while Team Kawasaki's Mike LaRocco had another frustrating night with an eighth-place finish.

LaRocco, who DNF'ed last week's race at Anaheim when the engine cases on his KX250 pulled apart, had a crash-plagued night in San Diego. While running third behind Craig and McGrath on the third lap, LaRocco clipped a hay bale with his front brake lever and crashed, taking Matiasevich out with him. LaRocco recovered in eighth and climbed back up to sixth - before having another altercation, this time with long-time rival Team Yamaha's Jeff Emig.

While jumping over a stair-step table-top that led to a tight, right-hand turn, LaRocco and Emig tangled and both riders went down in a heap. They quickly scrambled back onto their respective mounts, but in the process Emig gave LaRocco a good, swift kick with his boot.

"He (LaRocco) fully cleaned me out," said an upset Emig. "I had been using the inside line every lap and he launched off the jump and landed on me. He wasn't using his head - we both were doing good and he took us both out!"

As for kicking LaRocco, "It was the heat of the moment," said Emig.

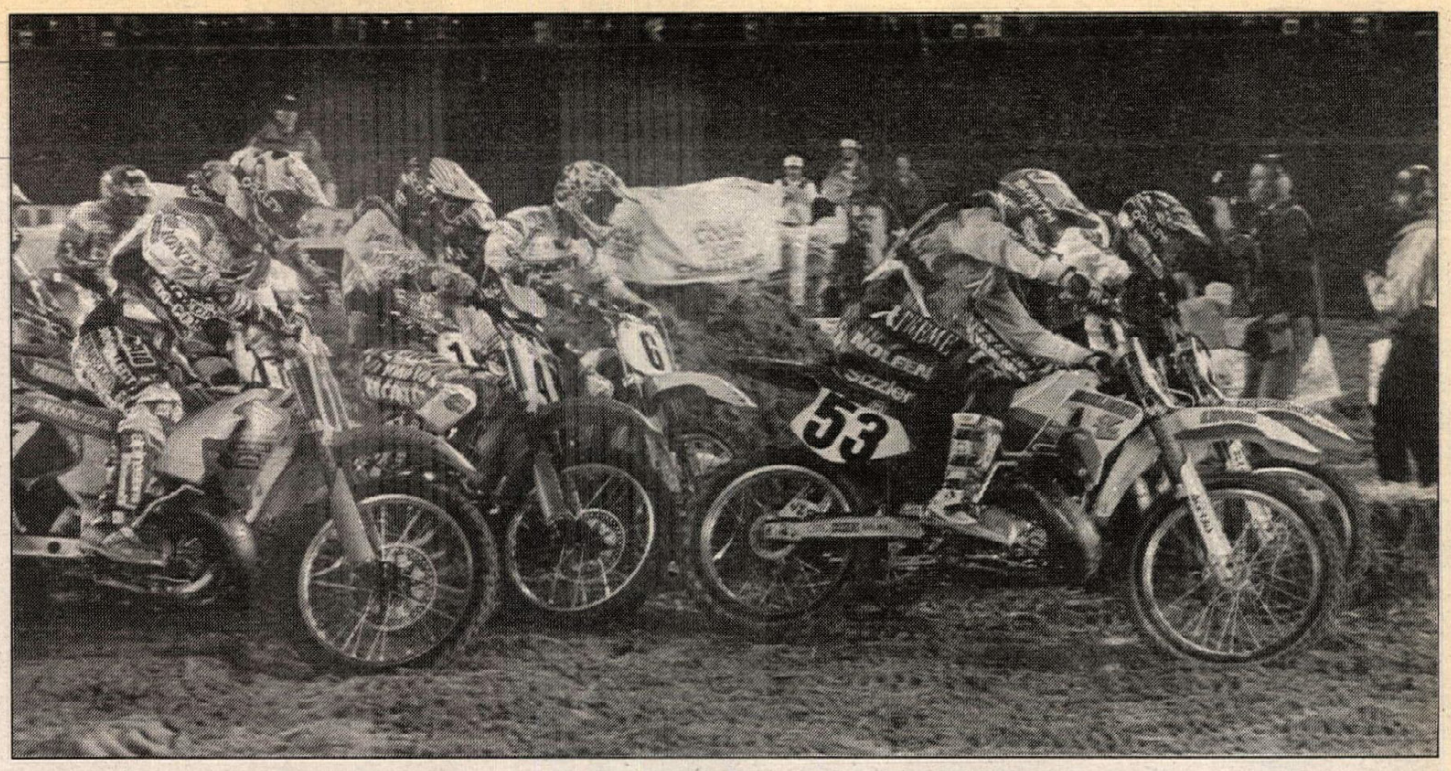
"I was a little out of control, trying to make up time," admitted LaRocco. "I had crashed earlier and was passing guys. I was going to the inside of him (Emig) and he moved over and I landed on him. At the time, I didn't really know if he had kicked me; I felt something but I wasn't sure. If had known for sure...well, things would've been different."

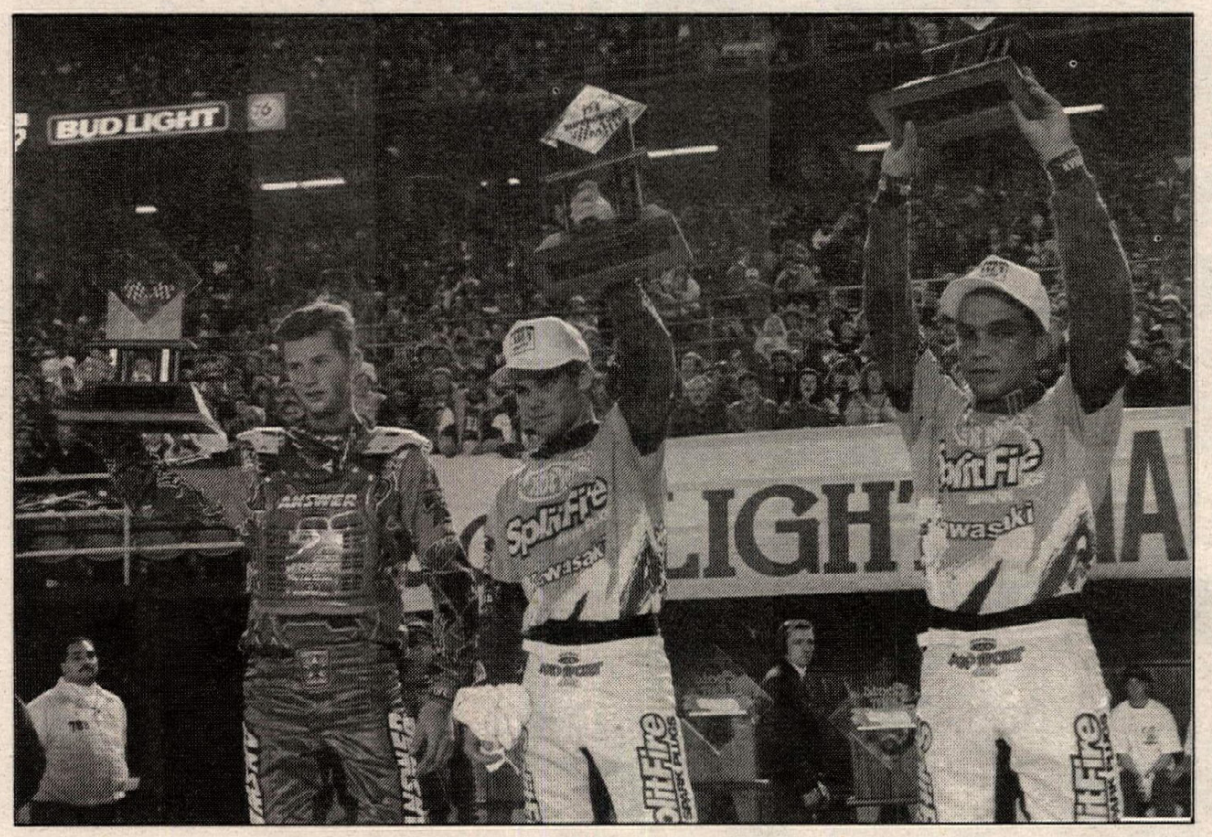
LaRocco recovered in seventh but couldn't advance during the remaining 10 laps.

"When I crashed (with Emig), I hit my arm and my hand went numb - it was a funny-bone thing. I couldn't hold on," said LaRocco.

Finishing in ninth place, between LaRocco and Emig, was Stanton, who had started the race in the exact same position. Stanton was visably upset with his performance and was unavailabe for comment afterwards.

Team Honda/1-800-COLLECT's Doug Henry finished 11th, followed by Team Noleen/Sizzler/Yamaha rider Larry Brooks and local hero Ron Lechien.






**(Above) Kyle Lewis (53) edged out Jeff Matiasevich for the holeshot in the 250cc feature. Lewis stalled his bike a turn later. (Left) Damon Huffman, Ryan Hughes and Pedro Gonzalez (left to right) filled the rostrum in the 125cc feature. Hughes overcame injuries, crashes and the recent death of his father to win his first-ever 125cc feature.**

# Return of "The Dogger"

Ron Lechien, who many call the most naturally talented rider the sport has ever seen, returned to action at the San Diego Supercross, where the El Cajon, California, resident put on an inspiring performance for his hometown crowd.

The 1985 125cc National MX Champion had been working with an aftermarket company on securing a ride for this season, but those arrangements fell through and Lechien was forced to make other plans. "They were basically blowing smoke up my ass," said Lechien after the race, a can of Coors Light in his hand. "I was running out of time and I had to get something going. Luckily, JT and FMF got together and bought me a bike. I had a good time tonight."

Lechien, 25, piloted a 1994 Kawasaki KX250 with yellow FMF flame graphics, and he exhibited the style and showmanship he was known for in his prime. Lechien finished sixth in his heat race before transferring to the main via a third-place finish in his semi. He performed clickers and no-footers throughout the 20-lap feature - even with Mike Kiedrowski hammering from behind - and still finished an impressive 13th.

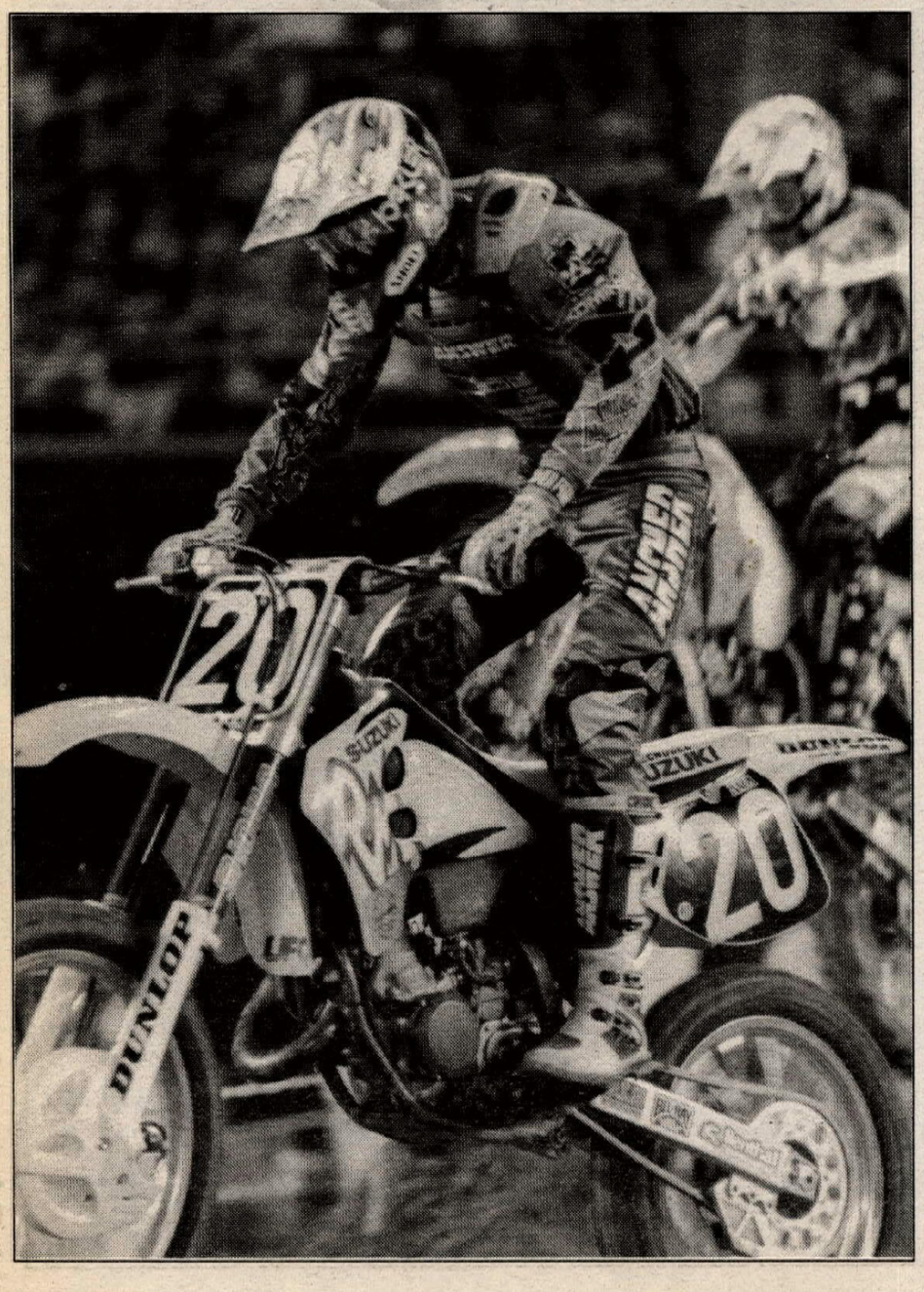
Lechien's appearance can't really be called a "comeback," as he competed in several events towards the end of the '93 season, including the Mammoth Motocross and the San Francisco MTEG Ultracross round. Still, it was his first race of '94, and Lechien says he doesn't want it to be the last.

"My first priority will be European events, and between those I'll do Ultracross and Supercross - whatever's out here on the west coast," said Lechien. "I'm just trying to make a little money and have some fun."

Lechien's 13th-place finish netted him $1070 at San Diego, and if his ear-to-ear grin was any indication, "The Dogger" also accomplished his second goal.

**-Chris Jonnum**

# Round 4: Jack Murphy Stadium



Rounding out the field were Kim Ashkennzi, Doug Dubach, Shaun Kalos, Mike Chamberlain, Cliff Palmer, Rich Taylor and Kyle Lewis.

### 250cc

Emig was the early leader in the first heat race, but there was nothing he could do about Kiedrowski, who was moving up quickly. By the halfway point, Kiedrowski was dogging the leader, searching for daylight to pass. He soon saw the light and shot into the lead, gradually pulling away from the Yamaha rider to take the checkered flag going away. Henry finished a distant third, while Lamson grabbed fourth ahead of KTM's Cliff Palmer. Stanton had to ride the semis after crashing on the second lap while running fourth.

LaRocco scored the win in the second heat race, but not without help from McGrath and Craig, who took each other out. Craig nailed the holeshot but was quickly passed by the champ. A lap later, McGrath bobbled in a section of whoops and Craig ran into the back of him. Both riders hit the deck, while LaRocco scooted by and into the lead. McGrath and Craig found themselves in the back of the pack with little chance of landing transfer spots. These positions were eventually filled by winner LaRocco, Matiasevich, Ward and Swink, in that order. Craig, however, made it close by passing Ron Lechien on the last lap and breathing down Swink's neck at the finish.

Palmer and Stanton put on quite a show while dicing for the lead in the first semi. Palmer and his KTM grabbed the holeshot with Stanton close behind. It took Stanton three laps before he finally stuffed Palmer in a turn to take the lead. However, Stanton's aggressive pass only seemed to add fuel to Palmer's fire, and the Oklahoman immediately retaliated. He made it a race to the finish, but the three-time champ managed to hold on for a narrow victory. Third went to Dubach, followed by Kalos and Brooks.

The second semi featured a rematch between Craig and McGrath. Craig jumped out to the early lead, while McGrath settled into second. The two riders quickly put distance between themselves and the rest of the pack as they matched each other's every move. Craig maintained his blazingly fast pace and held McGrath back to score the win, proving that McGrath can, indeed, be beaten.

"I'm the first guy to beat him (this year), and he needs that to slow him down," said Craig. "It got a little too close out there, but I thought, 'Never say quit.'"

Lechien qualified for his first main event in quite some time, by placing third in the semi. Finishing fourth and fifth, respectively, were Team Noleen's Kyle Lewis and Japanese rider Kim Ashkennzi.

Lancaster Sport Cycles' Jeromy Buehl led the start of the Last Chance Qualifier, only to crash on the second lap. This gave Honda rider Rich Taylor the lead, but hot on his rear fender were Chris Young, Mike Chamberlain and Honda of Troy's Todd DeHoop.

Chamberlain slipped by Young, while DeHoop began putting pressure on both riders. DeHoop displaced Young on the last lap to make one final attempt on Chamberlain and the last transfer position of the night - but he came up a few inches short.

Kyle Lewis blasted out of the gate and powered his Team Noleen/Sizzler/Yamaha-backed YZ250 into the first turn in front of the pack in the main event, but he stalled his engine a turn later and the pack went roaring past him - all except for Palmer, Lechien and Henry, who were held up by Lewis.

Matiasevich found himself leading the way ahead of Craig, Emig, LaRocco and McGrath.

Craig relegated Matiasevich to second on the second lap and, two laps later, both McGrath and LaRocco slipped by "The Chicken." This set the stage for what could've been an epic three-way dice for the lead, involving Craig, McGrath and LaRocco, but LaRocco crashed on the fourth lap when he clipped a haybale, and Matiasevich was too close to avoid hitting the downed rider; Kiedrowski inherited third ahead of Lamson, Emig and Ward.

For the next seven laps, Craig led McGrath around what many of the riders described as a very challenging and technical James Kitchens-built track. Rain the previous day left the track damp and tacky, and deep grooves had formed in many sections.

"I sat back and figured out all the good lines," said McGrath.

Just past the halfway point, McGrath had enough of sitting back, and began making his move, eventually out-jumping Craig through a section of whoops. Three laps later, Kiedrowski motored past a fading Craig and set his focus on McGrath.

With the white flag in sight, Kiedrowski had closed to within striking distance, but two turns from the checkered flag, he lost control of his bike and hit the dirt.

"I just leaned it too far; trying too hard," said Kiedrowski. "It was just one of those things."

"I knew he (Kiedrowski) was there," said McGrath. "I was pretty tired. I was just trying not to make any mistakes and ride smoothly to save my energy."

Kiedrowski recovered in plenty of time to keep his second place ahead of Craig.

Having won every round thus far, McGrath has a perfect score of 100 in the AMA Camel Supercross Championship Point Fund, while Stanton is a distant second with 70 points. Five points behind Stanton is Craig with 65, and Lamson is next in line with 61.

### 125cc

There was plenty of drama in the Western Regional 125cc Supercross feature. Ryan Hughes, of the powerful SplitFire/Hot Wheels/Kawasaki team, recorded the first victory of his career. It could not have happened at a better time for the 20-year-old rider from Escondido, California. Hughes is coming off a string of injuries, and a little over a week ago, his father, Bill, passed away. At Anaheim, Hughes didn't qualify for the 125cc main event.

"Times have been tough lately," said Hughes. "I needed this."

Hughes' evening got off to a rocky start after he finished sixth in his heat race, but he came back with a vengeance in the 15-lap feature. He managed to avoid a major first-turn pile-up that included series points leader Damon Huffman, heat race winner Mike Metzger and David Pingree, and squirted

**(Top) Jeff Matiasevich (21) led the first lap and later crashed into a fallen Mike LaRocco. "The Chicken" passed Larry Ward in the last turn to finish fifth. (Left) Damon Huffman was involved in a first-turn pile-up in the 125cc feature, but turned in a spectacular come-from-behind ride to finish second.**

into the lead. Hughes fought closely with Honda of Troy's Craig Decker, fellow SplitFire/Hot Wheels/Kawasaki rider Pedro Gonzalez and the other heat race winner, Frenchman Frederic Vialle, before developing a modest lead.

While Hughes cruised out in front, Huffman was tearing up the track on his factory-backed Suzuki RM125. By the halfway point, Huffman had worked his way up to sixth after running as far back as 19th, and was far from finished. He soon passed Vialle, then Decker and, with three laps to go, he was closing in on Gonzalez. With only a lap to go, Huffman passed Gonzalez and took off after Hughes. Huffman closed to within earshot of the Kawasaki rider, but time ran out and Hughes sailed over the finish-line jump with his first victory in hand.

Standing on the top spot on the podium was an emotional moment for Hughes, who was ecstatic about his big win, but heartbroken that his father couldn't have been there to join him.

Holding the trophy above his head, Hughes yelled, "This is for you, dad."

Later, Hughes said, "Everything has been going so bad lately, I thought to myself on the (starting) line, 'Just go for it, what do ya have to lose?' Once I built up my lead, I thought I had it. I just kept thinking about my dad, how he is watching and taking care of me on the track."

"After I crashed, I thought maybe the top 10, seventh or eighth, but I never thought I would finish second," said Huffman, who sported a bloody finger and a bruised leg, resulting from the first-turn pile-up. "The start was a little hokey and guys came in on me from both sides. Two guys locked bars and went into me. The airbox on my bike almost got ripped off and it kept catching on my boot. After the crash, I pushed the whole time; put everything I had into it. I found some excellent lines and used them every time. I also have to give a lot of credit to my bike - it was awesome.

"Overall, I guess I'm a little disappointed, but I really can't complain. Pedro is second in points and I finished ahead of him; that's the best way to look at it," said Huffman.

"I lost my head in the race," said Gonzalez. "My mechanic told me he (Huffman) was coming; I made some mistakes and he passed me."

Decker held on to finish fourth, while Vialle completed the top five. CN

**Jack Murphy Stadium**
**San Diego, California**
**Results: February 5, 1994 (Round 4 of 15)**

**250 HEAT 1 (20 riders, 8 laps, top 4 transfer):** 1. Mike Kiedrowski (Kaw); 2. Jeff Emig (Yam); 3. Doug Henry (Hon); 4. Steve Lamson (Hon); 5. Cliff Palmer (KTM); 6. Larry Brooks (Yam); 7. Doug Dubach (Yam); 8. Shaun Kalos (Yam); 9. Rich Taylor (Hon); 10. Jeff Stanton (Hon); 11. Ryan Carlisle (Kaw); 12. Craig Mason (Hon); 13. Cameron Steele (Suz); 14. Dan Bisceglia (Hon); 15. Kevin Cordua (Hon); 16. Shay Fretwell (Hon); 17. Joe Tuttobene (Kaw); 18. J. Athey (Yam); 19. Phil Lawrence (Suz); 20. Jeromy Buehl (Yam).
**Time:** 8 minutes, 12.62 seconds.

**250 HEAT 2 (20 riders, 8 laps, top 4 transfer):** 1. Mike LaRocco (Kaw); 2. Jeff Matiasevich (Yam); 3. Larry Ward (Yam); 4 Brian Swink (Suz); 5. Mike Craig (Yam); 6. Ron Lechien (Kaw); 7. Kyle Lewis (Yam); 8. Jeremy McGrath (Hon); 9. Todd DeHoop (Hon); 10. Buddy Antunez (Kaw); 11. K. Ashkennzi (Yam); 12. Chris Young (Suz); 13. Mike Chamberlain (Kaw); 14. Mike Fisher (Kaw); 15. Craig Davis (Hon); 16. Todd Downs (Hon); 17. Tony Amaradio (Kaw); 18. David Bagwell (Hon); 19. Jon Nicolaus (Hon); 20. David Castillo (Yam).
**Time:** 8:14.80.

**250 SEMI 1 (16 riders, 6 laps, top 5 transfer):** 1. Jeff Stanton (Hon); 2. Cliff Palmer (KTM); 3. Doug Dubach (Yam); 4. Shaun Kalos (Yam); 5. Larry Brooks (Yam); 6. Rich Taylor (Hon); 7. Jeromy Buehl (Yam); 8. Ryan Carlisle (Kaw); 9. Shay Fretwell (Hon); 10. Joe Tuttobene (Kaw); 11. Craig Mason (Hon); 12. Dan Bisceglia (Hon); 13. Kevin Cordua (Hon); 14. J. Athey (Yam); 15. Cameron Steele (Suz); 16. Phil Lawrence (Suz).
**Time:** 6:12.85.

**250 SEMI 2 (16 riders, 6 laps, top 5 transfer):** 1. Mike Craig (Yam); 2. Jeremy McGrath (Hon); 3. Ron Lechien (Kaw); 4. Kyle Lewis (Yam); 5. Kim Ashkennzi (Yam); 6. Chris Young (Suz); 7. Todd DeHoop (Hon); 8. Mike Chamberlain (Kaw); 9. Buddy Antunez (Kaw); 10. Craig Davis (Hon); 11. Mike Fisher (Kaw); 12. David Castillo (Yam); 13. Todd Downs (Hon); 14. David Bagwell (Hon); 15. Jon Nicolaus (Hon); 16. Tony Amaradio (Kaw).
**Time:** 6:02.99.

**250 LCQ (20 riders, 6 laps, top 2 transfer):** 1. Rich Taylor (Hon); 2. Mike Chamberlain (Kaw); 3. Todd DeHoop (Hon); 4. Chris Young (Suz); 5. Criag Davis (Hon); 6. Jeromy Buehl (Hon); 7. Buddy Antunez (Kaw); 8. Mike Fisher (Kaw); 9. David Castillo (Yam); 10. Todd Downs (Hon); 11. Jon Nicolaus (Hon); 12. Shay Fretwell (Hon); 13. Joe Tuttobene (Kaw); 14. Dan Bisceglia (Hon); 15. Cameron Steele (Suz); 16. Craig Mason (Hon); 17. David Bagwell (Hon); 18. J. Athey (Yam); 19. Kevin Cordua (Hon); 20. Ryan Carlisle (Kaw).
**Time:** 6:22.89.

**250 MAIN (20 riders, 20 laps):** 1. Jeremy McGrath (Hon); 2. Mike Kiedrowski (Kaw); 3. Mike Craig (Yam); 4. Steve Lamson (Hon); 5. Jeff Matisevich (Hon); 6. Larry Ward (Yam); 7. Brian Swink (Suz); 8. Mike LaRocco (Kaw); 9. Jeff Stanton (Hon); 10. Jeff Emig (Yam); 11. Doug Henry (Hon); 12. Larry Brooks (Yam); 13. Ron Lechein (Kaw); 14. Kim Ashkennzi (Yam); 15. Doug Dubach (Yam); 16. Shaun Kalos (Yam); 17. Mike Chamberlain (Kaw); 18. Cliff Palmer (KTM); 19. Rich Taylor (Hon); 20. Kyle Lewis (Yam).
**Time:** 20:20.05.

**250 AMA SUPERCROSS SERIES CHAMPIONSHIP SERIES POINT STANDINGS (After 4 of 15 rounds):** 1. Jeremy McGrath (100/4 wins); 2. Jeff Stanton (70); 3. Mike Craig (65); 4. Steve Lamson (63); 5. Jeff Emig (61); 6. Mike Kiedrowski (59); 7. Mike LaRocco (58); 8. Larry Ward (53); 9. Brian Swink (52); 10. Doug Henry (48); 11. Jeff Matiasevich (46); 12. Cliff Plamer (35); 13. Larry Brooks (28); 14. (TIE) Denny Stephenson/Jeromy Buehl/Erik Kehoe (19); 17. Kyle Lewis (18); 18. Doug Dubach (16); 19. Shaun Kalos (Yam); 20. Ron Lechien (8).

**125 HEAT 1 (20 riders, 6 laps, top 9 transfer):** 1. Mike Metzger (Yam); 2. James Dobb (Kaw); 3. Pedro Gonzalez (Kaw); 4. Craig Decker (Hon); 5. Darrin Hoeft (Suz); 6. Tony Graves (Hon); 7. Ty Bridwell (Hon); 8. Chad Smanjak (Hon); 9. Jason Krempin (Hon); 10. Clint Latham (Hon): 11. Derek Natvig (Kaw); 12. Dan Ulven (Kaw); 13. Robert Drew (Kaw); 14. Joel Albrecht (Yam); 15. Dana Wiggins (Yam); 16. Lance Moural (Hon); 17. Shawn Highland (Suz); 18. Scott Myers (Yam); 19. Jason McCormick (Hon); 20. Larry Linkogle (Hon).
**Time:** 6:40.26.

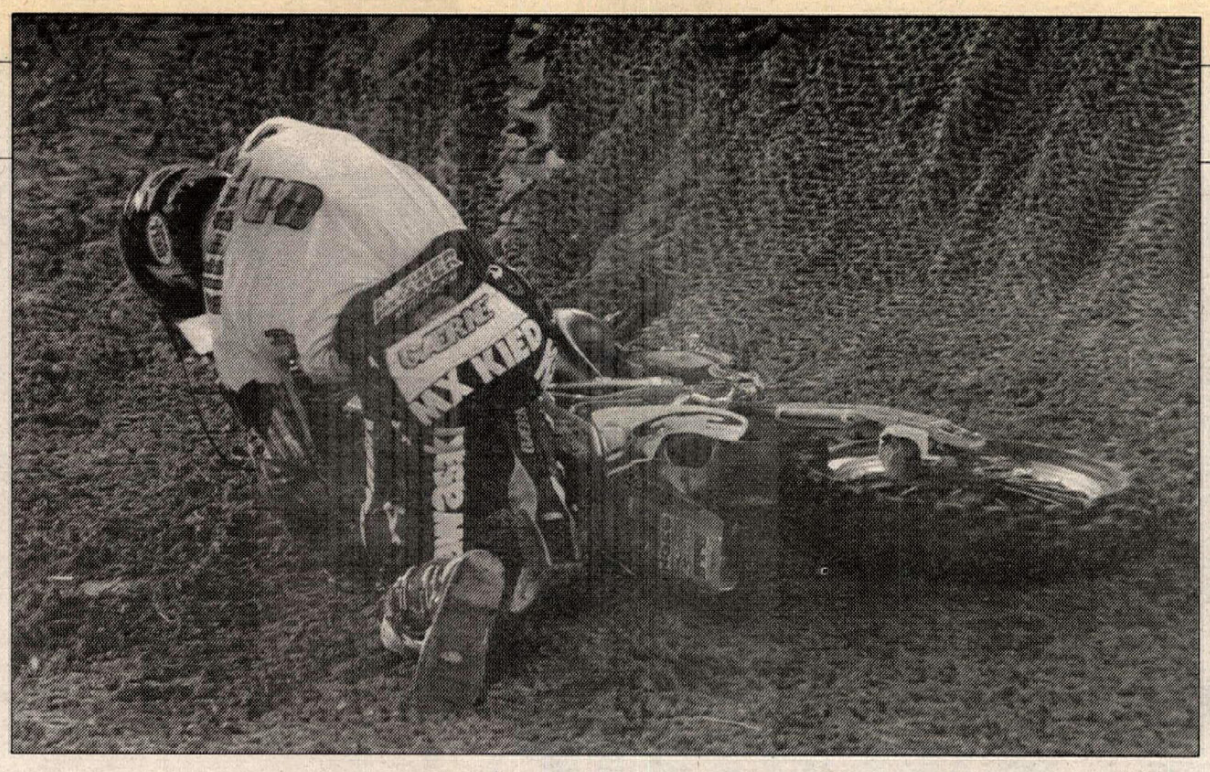
**125 HEAT 2 (20 riderrs, 6 laps, top 9 transfer):** 1. Frederic Vialle (Kaw); 2. Damon Huffman (Suz); 3. Donald Upton (Yam); 4. Bader Manneh (Suz); 5. Cory Keeney (Kaw); 6. Ryan Hughes (Kaw); 7. David Pingree (Suz); 8. Jeff Pestana (Hon); 9. Ryan Huffman (Kaw); 10. Axel Holvoet (Yam); 11. Travis Hodges (Kaw); 12. Jeff Frenette (Suz); 13. Yuichiro Kawashima (Hon); 14. Jeff Hedden (Hon); 15. Shaun Pagel (Suz); 16. Brian Roth (Yam); 17. Steve Andrich (Suz); 18. Shane Trittler (Suz); 19. Justin McMurrich (Hon); 20. Terry Parsons (Kaw).
**Time:** 6:32.53.

**125 LCQ (20 riders, 4 laps, top 4 transfer):** 1. Axel Holvoet (Yam); 2. Yuichiro Kawashima (Hon); 3. Travis Hodges (Kaw); 4. Dan Ulven (Kaw); 5. Shane Trittler (Suz); 6. Dana Wiggins (Yam); 7. Shaun Highland (Suz); 8. Jeff Frenette (Suz); 9. Scott Myers (Yam); 10. Clint Latham (Hon); 11. Robert Drew (Kaw); 12. Terry Parsons (Kaw); 13. Brian Roth (Yam); 14. Shaun Pagel (Suz); 15. Jeff Hedden (Yam); 16. Derek Natvig (Kaw); 17. Joel Albrecht (Yam); 18. Justin McMurrich (Hon); 19. Steve Andrich (Suz); 20. Jason McCormick (Hon).
**Time:** 4:43.52.

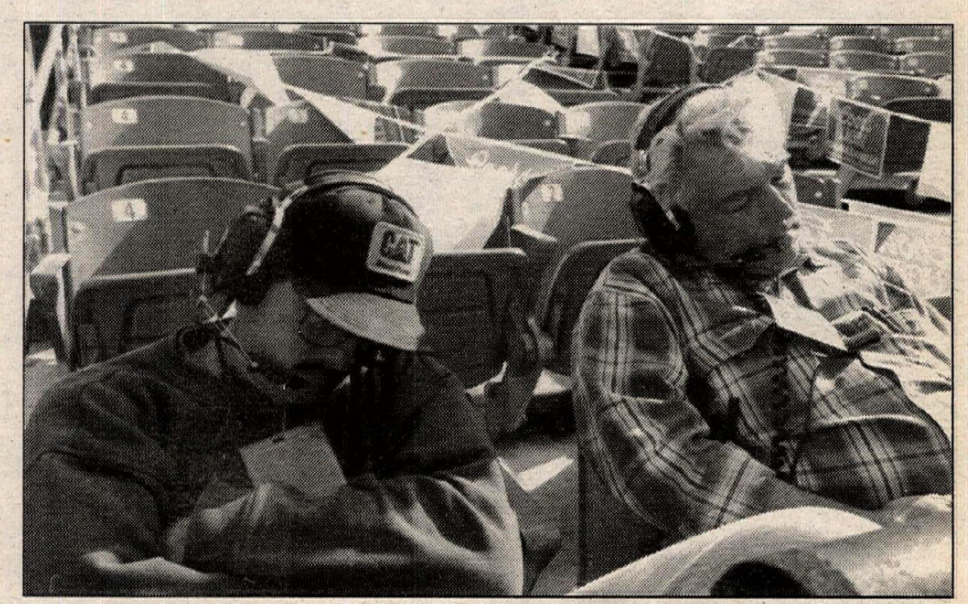
**125 MAIN (220 riders, 15 laps):** 1. Ryan Hughes (kaw); 2. Damon Huffman (Suz); 3. Pedro Gonzalez (Kaw); 4. Craig Decker (Hon); 5. Frederic Vialle (Kaw); 6. Tony Graves (Hon); 7. Axel Holvoet (Yam); 8. Donald Upton (Yam); 9. Jeff Pestana (Hon); 10. Dan Ulven (Kaw); 11. David Pingree (Suz); 12. Cory Keeney (Kaw); 13. Darrin Hoeft (Suz); 14. Jason Krempin (Hon); 15. Bader Manneh (Suz); 16. Mike Metzger (Yam); 17. James Dobb (Kaw); 18. Ty Bridwell (Kaw); 19. Ryan Huffman (Kaw); 20. Chad Smanjak (Hon); 21. Travis Hodges (Kaw); 22. Yuichiro Kawashima (Hon).
**Time:** 16:04.24.

**125 WESTERN REGIONAL SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 8 rounds):** 1. Damon Huffman (67/1 wins); 2. Pedro Gonzalez (57); 3. Craig Decker (50); 4. Ryan Hughes (43/1); 5. David Pingree (38); 6. Tony Graves (28); 7. (TIE) Axel Holvoet/Cory Keeney (24); 9. Mike Metzger (23); 10. (TIE) Darrin Hoeft/James Dobb (20); 12. (TIE) Jeff Pestana/Donald Upton (19); 14. (TIE) Ray Crumb/Dan Ulven (11); 16. (TIE) Travis Hodges/Lowell Moural (9); 18. Jason Krempin (7); 19. (TIE) Shawn Morga/Ty Bridwell (6).

Upcoming Rounds:
Round 5 - Tampa, FL, February 12, 1994
Round 6 - Atlanta, GA, February 26, 1994



**(Left)You can't tell it from this photo, but Mike Kiedrowski had his best ride of the season so far. He crashed two turns from the finish trying to chase down McGrath. Kiedrowski ended up second. (Below) Track designer/builders Dino Keyes (left) and James Kitchens slept through the afternoon qualifiers after having spent the previous night prepping the muddy track following a rain storm.**



# Briefly...

AMA Referee **Ron Crandall** fined Team Yamaha's **Jeff Emig** $1000 for kicking Team Kawasaki's **Mike LaRocco** moments after the two riders collided in the 250cc feature. Emig was also put on a one-year probation, which means that if he "violates any rule," he could be suspended for three races.

**James Dobb** of the SplitFire/Hot Wheels/Kawasaki team, found out during the week prior to the San Diego Supercross that the "sore" shoulder he's been complaining about since his heat-race crash in the Houston Supercross was, in fact, a broken collarbone. Despite the injury, Dobb competed in San Diego and finished a respectable 10th in the Western Regional 125cc Supercross feature.

The **Mickey Thompson Entertainment Group**, promoter of the San Diego Supercross, has been extremely busy the past few weeks. Having to deal with an earthquake-damaged Anaheim Stadium the previous week, they were put to the test once again at Jack Murphy Stadium. A rain storm on Friday drenched the track, leaving the floor of the stadium an unrideable quagmire of mud. Track designer **Dino Keyes**, track builder **James Kitchens**, and the rest of the MTEG crew put their bulldozing experience to work and managed to prep the track just in time for Saturday afternoon's practice session. Their efforts were worth it, as many riders said they felt the San Diego track was the best this season.

Where's **Erik Kehoe**? The **Honda of Troy** rider crashed while practicing at Castaic Supercross Park before the Anaheim Supercross and tore a ligament in his knee. "I was trying some different jetting, and the bike was a little lean," said Kehoe. "The bike bogged over a jump and I had to step off over the bars." Kehoe is hoping to return to action at the February 12 Tampa Supercross.

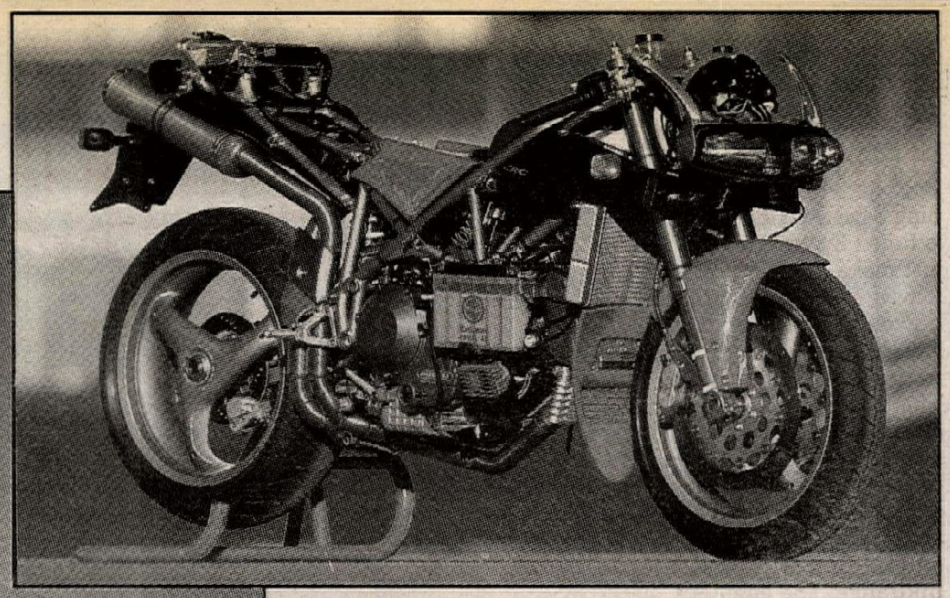
No one claimed the $1000 check in the **Coors Light Silver Bullet Showdown** at San Diego. The money goes to the rider who sets the quickest time in the two 250cc heat races and goes on to win the **Coors Light Challenge** main event. **Mike Kiedrowski's** heat race time was over two seconds faster than that of his teammate **Mike LaRocco**. Since Kiedrowski finished second in the feature, he was unable to collect the $1000 from Coors. However, that money will be rolled over to next week's race in Tampa, where the Coors Light Silver Bullet Showdown check will be worth $2000. Winner **Jeremy McGrath** earned $5000 from the $30,000 250cc class purse, while **Ryan Hughes**, winner of the 125co feature, took home $2000 from the $10,000 125cc class purse.

While leading the 250cc feature, **Jeremy McGrath** got a front-row view of KTM's Cliff Palmer's spectacular crash. Unaware that his bike's rear wheel had just sucked up a nylon cover used to wrap the hay bales that line the track, Palmer launched over one of the track's long double jumps just as his rear wheel locked up. This caused his bike to endo, sending Palmer over the handlebars. Palmer said he knew the endo was coming and jumped off his bike in mid-air, only a few feet ahead of McGrath, who was about to lap the Oklahoman, McGrath narrowly missed Palmer's KTM. Palmer pulled a muscle in his arm but was otherwise okay, and he went on to finish 18th.

Just how fast are those **Team Noleen/Sizzler/Yamaha** YZ250s? - pretty fast, apparently. They have holeshot every supercross main event this year. Team rider **Larry Ward** did the deed in Orlando, Houston and Anaheim; **Kyle Lewis** did it in San Diego.

By grabbing the 14th win of his career at San Diego, **Jeremy McGrath** tied **Rick Johnson** for the most wins in two consecutive seasons. McGrath needs two more wins to move into a three-way tie with **Jeff Stanton** and **Jean-Michel Bayle** for sixth place on the all-time supercross win list.

# Not so simply red



The all-new Ducati 916 features a 916cc, 90-degree V-twin powerplant in a steel trellis frame.

**By Grant Leonard**
**Photos by Gold & Goose**

Three guys named Massimo: Bordi, Tamburini and Parenti are the men who have created what is, perhaps, the sexiest supersports motorcycle in history, the Ducati 916.

"With the 916 we're mixing the best technology with tradition," says Massimo Bordi, who heads Cagiva's Motorcycle Division. No doubt he is referring to the good old tubular steel space frame with a modern and fashionable alloy single-side swingarm, and the good old 90-degree desmo V-twin engine with an electronic fuel injection system. There's no way an Italian designer, whether his business is motorcycles or handbags, would create a purely functional product. Style, image and fashion all play a part. The 916 is no exception, but never has form and function seemed so compatible.

The two have to go together, if you consider Cagiva/Ducati's terms of reference for the bike. It has to win the World Superbike Championship in 1994 and beat the new Honda RC45 and last year's champion, the Kawasaki ZXR750. So it has to be a racer. On the other hand, Ducati is in business to sell road bikes to the public. World Superbike is a means of marketing the bikes. The two objectives - selling road bikes and winning races - are inextricably entwined. To these ends, the 916 is built with great thought and attention to details, both practical and aesthetic.

The 916 has been given a chassis which is more than twice as rigid as that of the 888. It's been achieved, partly, by adding a third engine mounting point, at the bottom of the transmission, on the same axis as the swingarm pivot, which further stresses the engine as a chassis member.

The aluminium single-side swingarm (used with ELF's permission) is more rigid than the fork of the 888, but the designers admit it's heavier too. As part of a road bike, it's a fashion accessory, but in racing it has one vital application - quick wheel-changes in endurance racing. Bordi says Ducati will be fielding a full factory team in the World Endurance Championship in 1995, including a challenge at the most prestigious event for manufacturers, the Suzuka Eight-Hour. An Italian victory at Suzuka would be the ultimate humiliation for the Japanese manufacturers.

The steering head of the 916 is adjustable so that rake and trail can be altered to increase steering response. The adjuster (patent pending) uses eccentric supports which allow the steering angle to be altered by simply loosening two pinch bolts and relocating a pin after turning the adjuster.

For road use, the rake/trail is 24.5 degrees/4 inches, for racing it can be steepened to 23.5 degrees/3.76 inches. It can go even more radical, too. The rear ride height is adjustable which has the effect of steepening the steering angle to 23 degrees. Chief of the Cagiva Research Center, Massimo Tamburini wouldn't allow any such adjustment to the bikes at the track test, so I can't report the difference it makes. Wheelbase is 20mm shorter than the 56.4-inch wheelbase of the 888. For those who wanted a faster steering Ducati racer, you've got it. The balance of a sports bike is crucial and Ducati has been striving to get this right, even off-setting the motor to the left in the frame by one inch in order to compensate for the large battery mounted to the right of the motor. The bike weighs 429 pounds dry, which is a considerable 33 pounds lighter than the 888. The front/rear weight distribution is altered too, with the 916 tipping the seesaw backwards slightly with a 214/215 pound front/rear weight split, as compared to the 888's 233/229-pounds distribution. The motor is tipped forward in frame by three degrees to load up the front more and shorten the wheelbase, but it still doesn't manage a front-end bias, the preferable balance for a sports/race bike. The reason may well be that heavy, single-side swingarm.

The fully adjustable suspension (front and rear) is made in Japan by Showa, the fork being specially designed for the 916 in conjunction with the Cagiva Research Center. Project Manager Massimo Parenti explained an interesting point regarding the fork action. The triple clamps are made in pairs, perfectly matched so that the fork legs are held in exact parallel. In normal manufacture, this isn't always the case. It means the fork action is better and more rigid. Further rigidity is gained from spacing the top and bottom clamps well apart. Every aspect of the 916 has been reviewed by the Cagiva Research Center.

This is less true for the engine, which Cagiva is reasonably happy with, as is. The 916 motor has a longer crank, all-new for the 916 though with the same throw as the crank fitted to the 900cc two-valve head motors. The desmo four-valve cylinder head is exactly the same but the bike uses flatter pistons. It's just four horsepower (claimed) up on the 888 at 114bhp at the crank (92bhp at the back wheel on a Dynojet Model 100 dyno), but torque is increased thanks to the longer stroke crank which gives the extra 28cc capacity. This, they claim, increases midrange power. Bore and stroke is now 94 x 66mm compared to the 888's 64 x 94mm. The engine is narrower too, thanks to a redesigned generator cover and water pump housing. The curved radiator is increased in surface area (by 6%) and the 916 carries an oil cooler, as fitted to the 888SP.

The exhaust, of course, is all new. It's stainless steel and runs two-one-two, exiting with great flair and style, under the seat. It's amazingly and beautifully noisy for a homologated system (although these were prototype bikes we were riding).

We had two sessions on the bike, one in the morning and one after the pasta. We were introduced to Parenti and Tamburini, the latter sporting a tie which belied his obvious fine taste and design flair.

The last time I was at Misano, Kevin Schwantz stopped the race because it started raining. No danger of that today (he wasn't invited). I knew the track, except for a new part consisting of a chicane, a horseshoe and a squirt right, squirt left before the start/finish. It replaced a nasty decreasing radius corner that threw you onto the Armco if you overdid it.

Luigi, the mechanic, poked his nose into my helmet and told me he'd just put new tires on the bike. Thanks. My hopes for an early lap record were dashed. After a quarter of an hour of learning the track and scrubbing-in the tires, I was into the swing. The bike took no learning whatsoever. Right from the word go you know it's well balanced. The machine goes in the direction you steer it and it tips into corners in a controlled, unsurprising way. It accelerates out on line without drifting, and it's that feeling of acceleration which sets the Ducati apart from any other motorcycle in the world. The power picks up at 4000 rpm. You can drop it that low even on the track. It hauls itself up to 5000, then punches you hard in the chest as the torquey midrange kicks in. The 916 has to be short-shifted as your instincts tell you the power is trailing. That midrange lunge is the high. You want it to last, but over 8000 rpm it's flattening and up to nine the revs are slowing right up. It doesn't stop you from bouncing it off the 10,000 rpm wall - it's still fun to rev it all the way - but the satisfaction of the 5-8000 rpm squirt is way beyond compare. Faced with an open run down the back straight you have to take it all the way, making the absolute most of the horsepower, which seems to peak out at 9000 rpm. From this experience, I wouldn't expect a dramatic top speed for the bike. I'll settle for 150 mph.

Entering the corners it took me most of the first session to realize I was drop-

ping a gear too low every time. This bike is tuned for the road, not the track. Revs just make it touchy and skittish. I found it was far better to hold off on the last down shift and ride around lazily, yet no slower, relying on the torque and high midrange horsepower to drag me out. This kind of power is much less threatening to use - you have no fear of high-siding out of the corners; the smooth, unstressed delivery gives you traction. Much the same could be said of the 888, though the delivery of the 916 is far smoother and more forceful in the midrange. The engine is markedly less lumpy low down than the 888, too. From tickover to around 4000 rpm the big twin is usually rather uncomfortable and uneven. The 916 seems to pull more cleanly, possibly because of improvements in the fueling and ignition map. The gearbox is exactly the same as the 888, though the prototype 916 I rode had a smoother, more precise change. The rear sprocket is one tooth smaller to take advantage of the extra power; this didn't help the bike at the top of the revs, though. Progress beyond 8000 rpm is slow, but revs are not what big twins are about. Unless, of course, you're discussing the factory racer 916. Massimo Bordi told us the new racer is much more powerful than last year's 926cc motor. The extra capacity (954cc is possible, now) and headwork has given the engine, and I quote, "More than 150 bhp." Honda and Kawasaki have much to worry about.

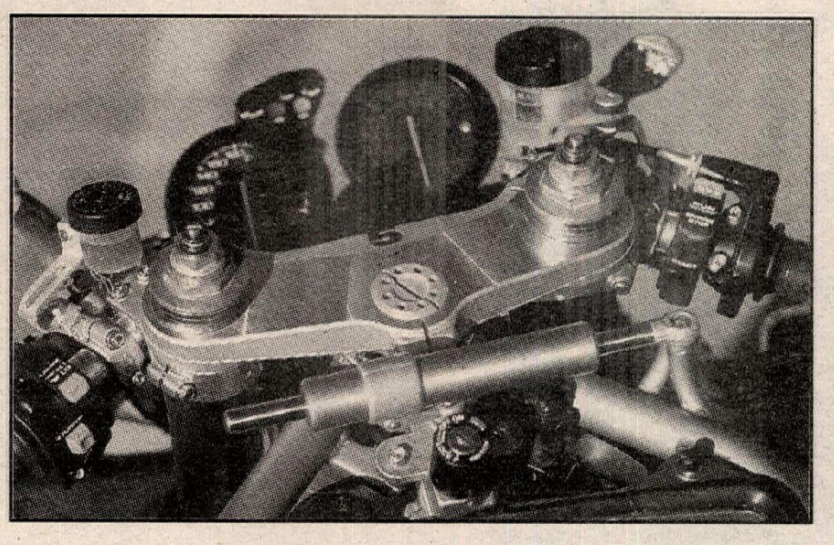
Returning to the road machine, one criticism I could level at the power delivery is how jerky it can be as you roll the throttle on from closed. Feathering it to get smooth progress around the slow corners was difficult; hopefully it's something the factory will recognize and tune out of the fuel injection map.

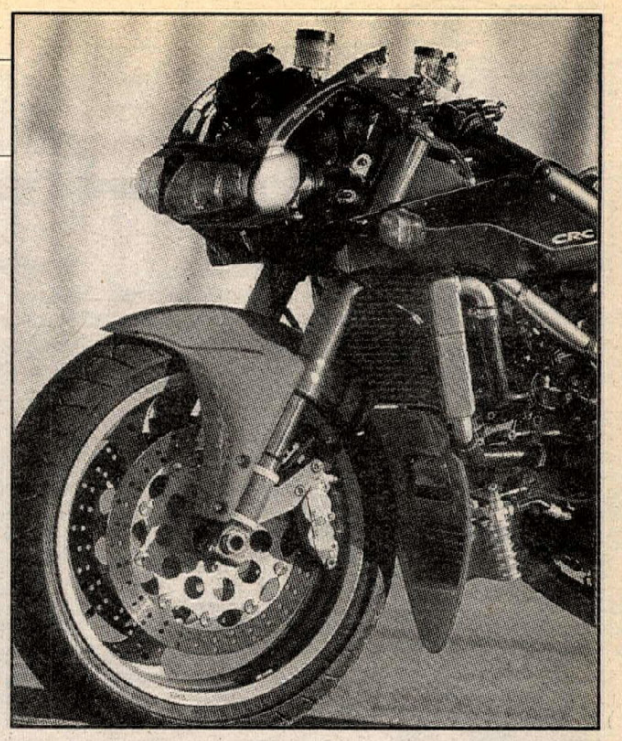
The real improvement over the 888 is in the handling department. Compared to the handling of the likes of the ZXR750 and the Honda CBR900, the 888 Strada was clearly behind. Not only did the suspension feel crude against the Japanese rivals, the 888 had a tendency to flop over into slow corners as you shut the gas, and fight you into the faster ones. The 916 is a different bike.

The suspension is far more refined than that of the 888, the chassis is twice as stiff. After the morning session I was short of complaints, one of which was that the fork dived too suddenly in the initial phase of the stroke while hard on the brakes. It would upset the rhythm a little and was probably something easily remedied with screwdriver. The bike has loads of rear suspension travel. It promises to be good on bumpy roads at speed. And with such as short wheelbase, it helps keep the back wheel on the deck under braking.

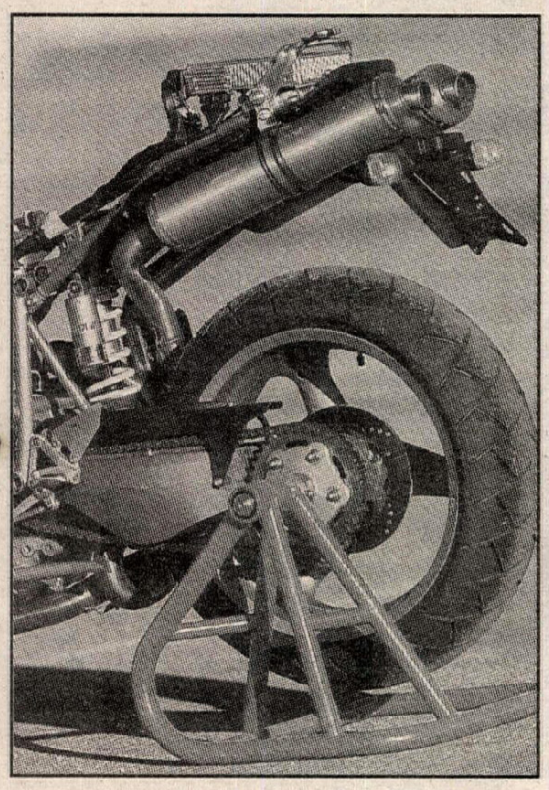
I guess the only *real* complaint I had was I felt it was hard to hold a tight line on a constant throttle on the sharper corners. The bike had worn Pirellis for the session. In the afternoon, on a Michelin-shod bike, there was no such problem. It would hold its line without extra effort and could be pulled in yet tighter. Discussions with various top racers afterwards confirmed that Pirellis are much heavier than Michelins and would create a stronger gyroscopic effect making it understeer. The bike I rode in the second session didn't dive as quickly as the first bike, either.

The balance of the 916 is clearly different than that of the 888. There is less weight on the front of the 916. The easiest way to demonstrate this is to open the throttle wide in first gear - the front end comes straight up. It wheelies effortlessly on the power where the 888 won't.





(Above left) The steering damper is located on the triple clamps and can be adjusted while on the move. (Above) The 916 uses Brembo disc brakes and a Showa inverted fork. (Left) This year's Ducati superbike gets a single-sided swingarm and a stainless-steel, two-one-two exhaust system.



It could be the engine's increased output, but I'd bet a lotta lira that it's due to the different weight distribution. In its handling, the bike feels better balanced. Although the racing world will tell you it's better to have plenty of weight over the front wheel, the 916 behaves superbly in every position you can put it. Misano has every type of bend: a fast fourth gear tip-in, a hairpin, horseshoes and three increasingly fast left kinks, the last which is taken at around 120 mph. Nowhere did the bike feel out of shape or lose its composure. Swooping around the horseshoe, left ear skimming the tarmac, you could snap it on and off the gas and the bike would just hold the line. Out of corners hard on the throttle, the 916 accelerates on target - no understeer or oversteer. The front, however, could feel light and not well-planted under hard acceleration, causing the front wheel to waver slightly while wanting to lift. Again, I'd point to the weight distribution. Falappa's gonna love it.

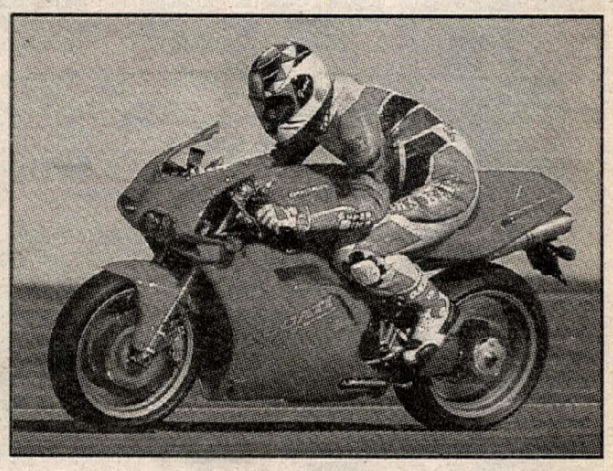
The bike is far from intimidating. It's small and narrow, and there's very little plastic around or in front of you. You sit neither in it nor on top of it. It's just right - the kind of bike you can ride harder and harder, going faster and faster, pushing your limits and boosting your confidence. Tamburini has spent a long time in the wind tunnel with the 916 exploring a new approach to aerodynamics on bikes. I'd give credit for this new line of thinking to John Britten, the man who built his own Ducati-eater. That bike, although good for a stable 180 mph, had no fairing as such. It accounted for the rider as part of the aerodynamic package, rather than to shield him from the wind blast. The same theory is applied to the Supermono and now the 916.

Tamburini and Parenti are claiming their bodywork (the bike's streamlining) has added the equivalent effect of around 10 bhp at top whack. The same engine was tried in two chassis - last year's World Superbike chassis, then the 916. Tardozzi passed the timing lights at Mugello at 176 mph, six mph faster than he did riding the 888 chassis with the same motor fitted. Now, to look at the 916, none of this is very obvious. How can a bike which leaves its rider flapping in the wind be so much more aerodynamic that it makes the bike faster? Tamburini's theory is that the rider is part of the aerodynamic whole. You don't try to shield him from the windblast - that just creates turbulence behind the fairing, which slows the bike and rider. You offer the smallest, narrowest frontal aspect possible. Tamburini noted in the wind tunnel that by making the fairing narrower to the bike, exposing more of rider's legs, it actually increased the aerodynamic efficiency of the fairing. Anyway, I was having no trouble hanging on down the back straight at 140 mph. The Hockenheim round of the World Superbike Series will be the acid test.

This is one Italian motorcycle which doesn't beg forgiveness for its poor attention to detail. It's the most beautifully finished motorcycle ever to come out of Italy, Bimotas included.

The footrests and levers are petite and stylish; the clip-ons are hinged for quick removal (a patented feature); the small, neat steering damper sits behind the headstock, adjustable while on the move (another patent pending); the unique headlamps are held by a smart but hidden light cast alloy subframe; there's a shaped single-side swingarm, and that stunning cast alloy q-d rear wheel. It's covered in nice bits and they all fit beautifully together. Indeed, if it weren't for the badge on the tank and the familiar bow-wow-wow from the exhausts, I'd say this bike was another make altogether. A Cagiva perhaps?

*When he's not eating pasta with Italians, Grant Leonard is the editor of SuperBike magazine in England...Editor.*



## DUCATI 916

### Specifications

**Engine type** ..... Water-cooled, 90-degree V-twin, 916cc desmodromic, four-valve
**Bore x Stroke** ..... 66 x 94mm
**Compression ratio** ..... 11:1
**Induction** ..... Weber Marelli EFI
**Claimed power** ... 114bhp at 9000 rpm
**Clutch** ..... Dry multiplate
**Gearbox** ..... Six-speed
**Final drive** ..... Chain
**Frame** ..... Steel trellis using engine as stressed member
**Front suspension** ..... Showa, inverted fork, 43mm stanchions, fully adjustable
**Rear suspension** ..... Showa, fully adjustable
**Brakes**
**Front** ..... Twin Brembo 320mm floating discs, two four-piston calipers
**Rear** ..... 220mm single disc
**Tires**
**Front** ..... 120/70-17 in. Pirelli
**Rear** ..... 190/50-17 in. Pirelli
**Wheels**
**Front** ..... 3.50 x 17 in. 3-spoke
**Rear** ..... 5.50 x 17 in. 3-spoke
**Wheelbase** ..... 56.4 in.
**Castor** ..... 24.5 degrees, adjustable +/- 1 degree
**Trail** ..... 2.56-4 in.
**Dry weight** ..... 429 lbs.
**Weight distribution** ... 49.75%(front)/ 50.25% (rear)
**Seat height** ..... 31.6 in.
**Fuel capacity** ..... 4.42 gallons

*While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation*

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### ■ MOTOCROSS ■■■

**(#65A) 1991 Motocross des Nations**
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

**(#148) '91 USGP of MX 500cc/Glen Helen**
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

**(#150C) '93 Southwick/Gainesville AMA Nat'l. MX**
Highlights of 125cc & 250cc action from Massachusetts and Florida rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

**(#151C) '93 Sacramento/Mt. Morris AMA Nat'l. MX**
Highlights of 125cc & 250cc action from California and Pennsylvania rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

**(#154C) '93 Unadilla/Buchanan AMA Nat'l. MX**
Highlights of 125cc & 250cc action from New York and Michigan rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

**(#156C) '93 Glen Helen/Troy AMA Nat'l. MX**
Highlights of 125cc & 250cc action from California and Ohio rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

**(#157C) '93 Millville/Washougal AMA Nat'l. MX**
Highlights of 125cc & 500cc action from Minnesota and Washington rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

**(#158C) '93 Delmont/Binghamton AMA Nat'l MX**
Highlights of 125cc & 500cc action from Pennsylvania and New York rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

**(#162) 1990 AMA Natl MX Season Review**
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

**(#162B) '91 AMA Nat'l MX Season Review**
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

**(#162C) '92 AMA Nat'l MX Season Review**
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

**(#12) Dirt Devils**
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

### ■ SUPERCROSS ■■■

**(#325) Throttle for the Gold**
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

**(#325A) Flight to the Finish**
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

**(#325B) Airtime - Thrills of Supercross**
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

### ■ TOURING & ROAD RIDING ■■■

**(#10) 1990 AMA Heritage Homecoming**
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

**(#106A) 50 Years of Daytona**
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

### ■ ROAD RACING ■■■

**(#78A) 1989 Bike GP Compilation**
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

**(#78B) Rainey Days: 1990 GP Review**
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

**(#78C) '91 GP Review: Another Rainey Day**
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

**(#78D) 1992 GP Review**
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

**(#78E) 1993 GP Review**
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

**(#81A) '90 Laguna Seca US Grand Prix**
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

**(#81B) '91 Laguna Seca US Grand Prix**
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

**(#82D) '93 Spanish RR Grand Prix**
55 minutes from Motovideo.

**(#83D) '93 Italian RR Grand Prix**
55 minutes from Motovideo.

**(#80D) '93 Japanese RR Grand Prix**
55 minutes from Motovideo.

**(#93D) '93 Austrian RR Grand Prix**
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**(#84D) '93 German RR Grand Prix**
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**(#86D) '93 European (Spain) RR Grand Prix**
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**(#87D) '93 Dutch RR Grand Prix**
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**(#92D) '93 Czech RR Grand Prix**
55 minutes from Motovideo.

**(#96D) '93 Australian RR Grand Prix**
55 minutes from Motovideo.

**(#98D) '93 Malaysian RR Grand Prix**
55 minutes from Motovideo.

**(#9) U.S. Grand Prix 1988**
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

**(#41) Bike Experience**
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

**(#94C) 1992 Isle of Man TT**
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

**(#94D) 1993 Isle of Man TT**
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

**(#76) Rainey's Year - The Inside Story**
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

**(#103A)Kevin Schwantz - World Champion**
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

**(#137) 1991 Daytona 200**
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

**(#137A) 1992 Daytona 200**
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

**(#410) 1990 World SB Season Review**
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

### ■ SPEEDWAY ■■■

**(#45B) 1992 US Speedway Nat'l C'Ship**
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

**(#102A) Speedway Ice World C'ships '91**
The best riders on ice from the USA and the world meet at Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

### ■ CRASHES ■■■

**(#66) Motocross Crash and Burn II**
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

**(#66A) Crash and Burn III**
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

**(#147A) Bonzai Blackwater**
"High Muddy Water" - the sequel to "Mud Wars" features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

**(#176) Crash Impact**
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

**(#179A) Bike Wars**
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

### ■ DIRT TRACK ■■■

**(#51) Scott Parker - Champion**
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

**(#180) #1 and Proud of It**
A look at the rich history of the Harley- Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

### ■ VINTAGE ■■■

**(#19) Barry Sheene - Champion**
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

**(#20) Golden Mountain**
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

**(#43) TT Tribute**
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

**(#114) Superstar Showdown**
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

**(#115) Rendezvous at the Ring**
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

**(#116) Racing into History**
Four famous British circuits & legendary heroes; John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

**(#130) It's a Triumph**
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

**(#141) 1967 Hare & Hound Championship**
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

**(#142) 1967 Hopetown 500cc Motocross**
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also

Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

**(#143) 1967 Hopetown 250cc Motocross**
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

**(#144) 1968 Baja 1000**
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

**(#145) 1970 Ascot 100 Lap TT**
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

**(#15) Mike Hailwood - Champion**
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

**(#16) Kenny Roberts - Champion**
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

**(#42) Classic Racer Experience**
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

**(#8) Castrol History of Motorcycle Racing**
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

## ■ ENDURO ■■■

**(#77) 1989 International 6-Day Enduro**
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

**(#95) Paris To Dakar 1989**
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

**(#110B) 1992 Blackwater 100**
60 minutes from Motovideo.

**(#110C) 1993 Blackwater 100**
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

## ■ INSTRUCTIONAL & TECHNICAL ■■■

**(#11) Rick Johnson Profile of a Champion**
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

**(#13) Riding Motocross - Glover Style!**
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

**(#17) How To Buy a Motorcycle**
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

**(#18) "Showtime" Jeremy McGrath**
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

**(#21) Fundamentals of Off-Road Riding**
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

**(#22) Advanced Techniques of Off-Road Riding**
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

**(#23) Practical Tire Changing**
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

**(#30) Cartridge Fork Service & Tuning**
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

**(#31) 2-Stroke Engine Design & Tuning**
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

**(#24) The Basics #1/Motorcycle Maintenance**
Basic maintenance knowledge specifically for HD motorcycles, applicable to most any brands. Includes information on spark plugs, identifying parts, charging systems, drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

**(#25) The H-D Evolution Motor**
Complete disassembly, service, repair and assembly on the Harley Evo motor. Includes info on little-known tricks of the trade and special tools necessary for doing the job right. 60 minutes from Video Manuals.

**(#26) H-D Transmission Repair**
Complete teardown, repair, service and assembly information on rebuilding Harley-Davidson 5-speed transmissions. 60 minutes from Video Manuals.

**(#100) Rick Johnson's ""Motovation"**
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

**(#101) Mental Edge**
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

**(#108) A Twist of the Wrist**
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

**(#135) Street Smarts**
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

**(#177) The Ride!**
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

**(#178) Wanna Race?**
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

# What's New?...

- ★ '93 Gainesville/Southwick AMA National MX
- ★ '93 Sacramento/Mt. Morris AMA National MX
- ★ '93 Unadilla/Buchanan AMA National MX
- ★ '93 Glen Helen/Troy AMA National MX
- ★ '93 Millville/Washougal AMA National MX
- ★ '93 Delmont/Binghamton AMA National MX
- ★ '93 British RR Grand Prix
- ★ '93 Czech RR Grand Prix
- ★ Cartridge Fork Service & Tuning
- ★ 2-Stroke Engine Design & Tuning
- ★ The Basics #1: Motorcycle Maintenance
- ★ The Harley-Davidson Evolution Motor
- ★ Harley-Davidson Transmission Repair

## ■ DRAG RACING ■■■

**(#124) The Awesome Factor**
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

**(#126) Drag Bike Extravaganza**
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

## ■ MOVIES ■■■

**(#14) Harley Davidson:® The American Motorcycle**
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

**(#138) Easy Rider**
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

**(#139) The Wild One**
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

**(#140) On Any Sunday**
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

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INTERVIEW

## 500cc National MX Champion Mike LaRocco

# If it wasn't for bad luck...

By Chris Jonnum
Photos by Kinney Jones

Mike LaRocco is not a superstitious man, but with the kind of fortune he's had in his career, no one could blame him if he was.

Time after time, the Team Kawasaki rider has been prevented from reaching his potential, not by fellow competitors, but by fluke misfortunes. LaRocco had a seemingly secure points lead in the 1992 125cc National MX Championship Series, but he suffered three freak mechanical gremlins in the final three rounds, and lost the title to rival Jeff Emig. That same year, LaRocco had started the season on a high note by winning the opening supercross round in Orlando, only to break his wrist, forcing him out of the rest of the series. He won Orlando again in '93, but later broke the same wrist in a practice crash, ruining his chances for the supercross and 250cc MX titles.

This year, LaRocco again finds himself in the unenviable position of having to make up ground. After strong runner-up finishes at the first two supercross rounds, the Hoosier came up short on an Anaheim triple jump, breaking his engine case and putting him out of the race.

"Basically, at Anaheim, I just came up short and hit the back wheel on the jump," explains LaRocco. "The engine never hit the jump or anything - just the back wheel. The case broke by the (counter) shaft.

"I was pretty pissed off, because it was early in the race and early in the season, and it wasn't something that I needed to happen to me. I was hoping to be right up there in the points, and now I've got a lot of ground to make up. All I can do now is go out there and win races. I haven't given up, because it's still early, and anything can happen. I'm not going to change how I ride or anything. If it was later in the year, I might have thought my chances were pretty slim, but I haven't given up.

"I've definitely had more than my fair share of bad luck, but hopefully everything is past. I don't feel like I need any more. It's frustrating, but it's racing and it's luck, and it doesn't do me any good to dwell on it."

This is LaRocco's third season with Kawasaki, but for a while during the off-season it appeared that the 22-year-old might end his association with the green team. His old contract was over at the end of '93, and LaRocco was one of the final riders to sign a deal for '94.

"I think one of the things was that at the time everyone was negotiating, it was during the 500 season for me. Kawasaki was checking all options, and when they were ready to do something, I was pretty much still racing. I wanted to wait until after the season, so I could concentrate (on racing). Also, before I signed into another deal, I wanted to have something (a title) that would give me a little more leverage. Basically, that's what took so long, and to do the fine touches after that - weeks went on.

"Damon (Bradshaw) helped some (by retiring early), but it was never really a big deal like the press and everybody made it seem to be - it wasn't even half of that. Really, at the time he quit, I was already talking to Roy (Turner, Kawasaki team manager), so I never really came that close to signing with Yamaha or anything.

"(Kawasaki) is a good team. It's really prestigious, having the semi, and they take a lot of pride in it. They want to win just as badly as anybody else, so it's a good atmosphere. Our strength is that everybody on the team wants to win, and they'll do what it takes. We spend a lot of time in the off-season trying to get our bikes (to be) the best, so we'll have an advantage. If we don't have an advantage, I know they'll give 100% to get there. When there's a problem, it's not usually something that they can fix - it's not a team problem. It's more of an individual thing, for the rider to fix."

> *Shallow men believe in luck. -*
>
> Ralph Waldo Emerson

Like any team, Kawasaki's effort is made up of many individuals. The squad has just three riders - LaRocco, Mike Kiedrowski and Robbie Reynard, but supporting them are a host of mechanics and technicians, along with a team manager and a truck driver. Interestingly enough, Mike isn't the only member of the LaRocco clan to make his living on the team, as his wrenching duties are performed by his father, Mike Sr.. "Big Mike," as his co-workers call him, is back as his son's mechanic after a one-year hiatus.

"I'm happy for him," says Mike. "To me, it's not so important (who the mechanic is), because if things are there for me, I can do what I need to do if the bike's ready. I don't really need a lot of moral support. I pretty much know what I have to do at the race. I have a trainer and friend who works with me during the week, and that makes it where everything's fun for me, and I can get hyped up. But as far as being at the track, I know what I'm there for and I don't need anyone to tell me. It is nice to have family, though, because I know that he wants things to go well just as much as I do. When we're at the race track he's my mechanic, and outside of that he's my dad, so it's a good situation."

The LaRoccos were hired by Kawasaki together, but after the mechanical problems of '92, "Big Mike" was moved to another position on the team. Tom Morgan took over as LaRocco's tuner in '93, but stepped down to focus his attention on his own business in '94, and the LaRoccos were once again teamed up. In the eyes of Mike Jr., the problems he experienced in '92 were due more to chance than anything else, and he views the subsequent team changes as an attempt to appease the finger-pointers.

"The situations that happened were ones that could have gone either way. It's something that nobody will ever know. The things that happened - one of them was a bad part (a broken clutch basket). With the other thing, I got in a first-turn wreck and broke my shift lever. (The other problem came when LaRocco's carburetor was jarred loose from its boot). You can't blame those things on anybody, so I don't really feel it was his fault. I guess it just depends on how everybody wants to look at it. In Roy Turner's position, if something happens, he has to make a change, regardless of whose fault it was. It was really hard for him, because he felt that it wasn't his (LaRocco Sr.'s) fault. But half the people did, so it was really tough on him."

The LaRoccos hail from Indiana, far from the heart of the motorcycle industry. But while Mike admits that living in South Bend may not be the best thing for his career, he prefers it to the hustle-bustle of southern California.

"In Indiana, you're pretty much out

of the scene, so I don't think it's helped me any. But really, I can do everything there that I need to do to prepare myself. If I can't, I come out to California for the winter. (The weather) would be the only advantage of (living in) California. "There's better riding in Indiana, and I have my own track. I can do whatever I want to train, so during most of the year I think I actually have an advantage. But come winter, I have to ship up everything and come to California and ride on Kawasaki's track, just so I can prepare. It's just that you're not out here where everything is, so maybe in that way I've been a little overlooked - especially in the early part of my career.

"I'm in California a few weeks for testing, which we usually start in November. Aside from that, I fly out December 1st and ride that whole month, preparing for the season. I stay there until the weather breaks back home, which is usually around the end of March. Home is home. You just have everything you always want or ever need at home. But I don't mind at all at least four months in California. I like it."

Perhaps partly due to where he was raised, LaRocco is one of the more soft-spoken riders in the pits. He keeps a low profile, never making an effort to gain attention.

"I grew up shy and I'm not very outgoing at all. It's hard for me. I don't go out of my way to get attention, so if nobody gives it to me it doesn't bother me. That's not what I'm out there for. A lot of my friends' friends think I'm stuck up or something like that, but it's not that. It's just that I feel as dumb to talk to the fans as they do to talk to me. They think that maybe because you're in a different position, you have a different attitude towards everything, but I really don't. If a little kid comes to talk to me at a race, he feels shy to talk to me, but I actually feel the same way he does."

Apart from his bad luck, LaRocco only has one obvious weakness as a rider - his starts. The number-seven Kawasaki is a rare sight in first-turn photos, because more often than not, it's mired in the back of the pack. This makes for exciting, come-from-behind rides, but LaRocco admits that it's a trait he'd like to see end.

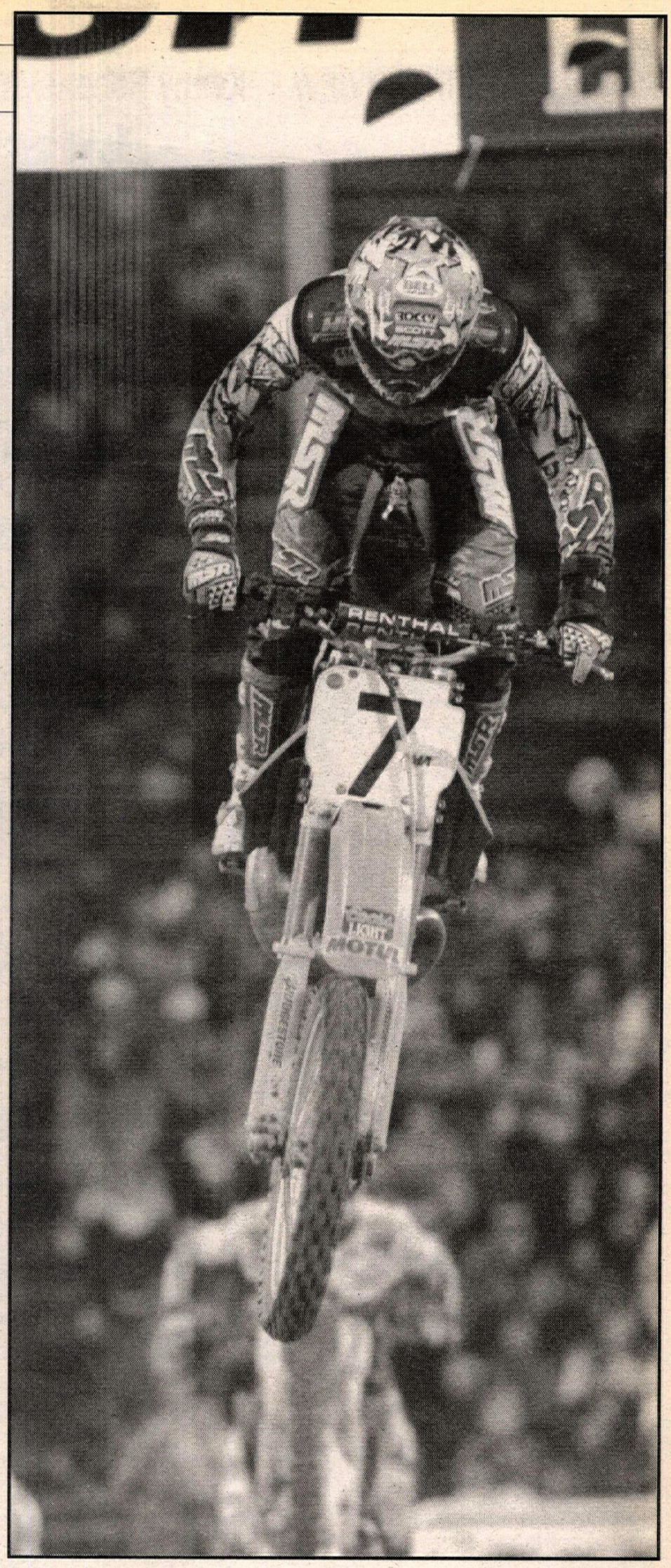
"It's a combination of things," he says. "I think that earlier in my career it was (a lack of) confidence, and not really feeling that I could do it. There was always a doubt in my mind about getting up front and staying up there, but now, like with the 500s, I got good starts and the bike was really controllable. This year, I know for sure that I'm having a problem with the powerband of the bikes on the start. It's nothing that has to do with confidence or my mind, it's just being able to get off the line with the front wheel down. We've really struggled with it, but we have spent time, like in the week prior to Anaheim, and I know it's definitely better than it was for the first two races. Our powerband is just right in the middle, and we can't get past the middle to use the rest of it, because the front wheel comes up high.

"The bike, to me, is excellent on the track. I really like the way it feels, so I'm trying to change as little of that as possible. It's just little set-ups and different seats and positions that we're trying to work with.

"I have had good starts at times. It's not that I don't know how to do it - it's (a matter of) doing it consistently. With the exception of this year, I really can't pin-point why I haven't done that. Maybe it was for some of the same reasons as this year, but it may be just an adjustment that I need to make. I think that I always give more than 100%, regardless of anything. I carry a lot of speed, so if I can put that together with a clean race, that's what I need to do."

LaRocco has gotten better starts on 500s. Last year, in his first season on open-class bikes, he won two of four rounds and wrapped up his first-ever National Championship. But with the demise of the 500cc division, LaRocco won't be able to defend his title in '94.

"It's not a *big* deal to me. I mean, I like the 500 class and I would like to defend it, but I think I'm more interested in having more titles. If I've got one, I'd rather have a variety, so it's not as important to me as it could be. I like the bike - it's fun to ride. I like to have a lot of power on reserve. It's just a shame that they don't focus on it like they do the 250."




To back up his first title, LaRocco would like nothing better than to secure the supercross crown. His chances of doing that dropped sharply at Anaheim, but until then, he looked like the only rider with a shot at beating Jeremy McGrath, the defending champ.

"I think if I get a little better starts than I've been getting, and allow myself a little more time to deal with him, then I could beat him. I know that I have enough speed to beat him. I know that I have more speed than he does - I've seen it through lap times and charts during the last few races. It's just that he's led a lot more races than I have, so he has a little more experience and he's used to it. I just need to get out there and start doing it and get comfortable doing it, and I think it'll come just as easily for me.

"I'm really confused about why the other riders aren't doing it (matching the pace of the leaders). I was very surprised at Orlando and Houston. It's actually bad, because if Jeremy gets out front, there's no one to hold him up for me. I don't know what it is; I don't know if they don't feel comfortable, or if we're just faster." CN

## The wrist

Bette Davis was known for her haunting eyes, Telly Savalas for his shiny pate. Kirk Douglas has a famous cleft chin, and Dolly Parton...well, you get the idea - some people are just known for their body parts. In the case of Mike LaRocco, it's his left wrist.

A quick glance at the joint reveals that all is not well. Just above LaRocco's hand, on the outside of the arm, protrudes an unnatural-looking bump, and when he races, Mike sports a bulky-looking brace, something that would look more at home on a bowler than an MXer. Exactly what type of abuse has LaRocco subjected his wrist to for it to gain such notoriety?

"Actually, I've never had the same thing happen (twice)," he says. "I've only broken my wrist in different places. I think it was in '91 that I broke my navicular, and I didn't even know it. So I had problems because of it being negative on the X-rays, and that led into '92, because I never got it fixed in the first place. And then when I broke my wrist last year in '93, it was a totally different incident, and something else had to get fixed. It was the same wrist, but the bone actually was in my arm. I also broke my right wrist early in my career, when I was on an 80.

"I still wear a brace, but I only wear it because of habit. Actually it's a rollerblade brace that I've had modified for riding. It's got a piece of plastic in it that's cut down, so it gives support to my wrist. It looks a lot bulkier that it really is, so it's not uncomfortable or anything. I really don't think I need it anymore, but I guess if it doesn't bother me, I might as well wear it."

# Telling it like it is

By Dean Adams
Photo by Henny Ray Abrams

In an industry that sometimes seems filled with people of the glad-handing, PR-spewing, don't-quote-me-'til-I-check-with-my-boss mindset, there is a savior - Kenny Roberts. Nothing could be simpler than finding Roberts' true opinion of the latest hot topic in the road racing world - just ask him! No need to phrase your question like a dentist gripping a tooth before extraction. A word of warning, however - after you ask, stand back, because the answer will be in no uncertain terms and could possibly be quite graphic.

Roberts is a really relentless visionary, his thoughts far exceeding the usual ideas of money/happiness/satisfaction of the normal human. He concerns himself with fairly thankless jobs, such as stopping greedy old men, who have never swung a leg over a racing motorcycle, from exploiting racers, and the future of Grand Prix racing in America. Never afraid to put his money where his mouth is, Roberts couldn't find anyone daring enough to put on the U.S. GP in the fashion he felt it deserved. Consequently, like Apple's Steve Wozinack who orchestrated the US festivals in the 1980s, Roberts simply withdrew $3 million from his bank account and did it himself.

At the end of this interview, when asked if there was anything he'd like to add, Roberts thought for a moment before summing up his thoughts: "I wish the (American) motorcycle industry would get their shit together," he said. His honesty and candor is a refreshing change.

**Where is the next great American rider going to come from? At the moment, there really doesn't seem to be an up-and-coming rider who is setting the world on fire, like Wayne Rainey, Kevin Schwantz, John Kocinski and Doug Chandler once did. Are we seeing the end of a dynasty, or just the lull in a cycle?**

Well, it's not like a factory, where you just put some material in and wait for it to come out at the other end. You're going to have years where you have two or three riders come up and you'll have years where nobody comes up. It's never going to be a permanent situation. I don't totally agree with the sanctioning body here and the way that they run the races, but I don't think they could goof it up enough to put a permanent stop on all the talent coming up in America. I wouldn't blame the bikes. Maybe too many classes in one day just seems to hinder the amount of constructive track time that you can get on decent equipment. I think having more classes out there on an amateur level certainly breeds more racers coming up. On a professional basis, I would say that we're probably getting into too many (classes). That's why I took Kenny Jr. to Spain, and that's why my other son (Kurtis) is going to Spain. It's more controlled, to be an environment that would promote the movement of the talent much quicker.

**Scott Russell became the World Superbike Champion despite not having any dirt track racing in his background. Is this signaling the end of the dirt track riding style as a prerequisite to being a world-class racer?**

I don't know anything about superbikes and what they need. I don't keep a close enough eye on it to comment on whether the rider needs dirt track to become a World Superbike Champion or not. I do know you have to have a lot going for you to be World Champion. You're not going to be an everyday Joe and end up World Champion. You've got to have the talent, and you've got to have the training and the conviction, long before you ever get to be World Champion. People are going to see that and they're going to see the dirt track talent and they are going to see a motorcycle talent. It doesn't matter so much that you have dirt track talent as long as you have a talent to race a motorcycle.

**Erv Kanemoto may have to sit out 1994. What are your thoughts on this?**

Number one, Grand Prix racing at Erv Kanemoto's level, at the level he wants to participate at in the 250 category, is very, very hard to do - almost impossible from my standpoint. The price of the equipment from Honda is outrageous, to get a works bike. If you don't get a works bike you don't attract the sponsors, so it's a vicious circle you get into with 250 racing. It's not the world's television premier that 500s are, and therefore the sponsorship money is less, but it costs virtually the same to run the team (as it does a 500 team), except for rider's costs. So it's not a lull in the sport; there's always going to be good years and bad years where sponsors come and go. Pepsi has jumped in on a 500 and that makes the void of Rothmans virtually nil, because there are now virtually the same number of 500s running. There are going to be slack times, just like with riders. The world does not go up, up and up. It just doesn't work that way, and neither does GP racing.

**Your team has been based almost exclusively around American riders since its inception in 1986. You will have an Italian and an Australian riding 500s for you in 1994. Is this distressing?**

We run a successful GP team and it does not exist solely for American rid-

ers. Our business is to be successful with GP racing, and because of Wayne's (Rainey) accident very late in the year, it left us without a promising young American rider. All contracts were virtually sewn up for guys that can win Grands Prix, and that put us in a bind. Although we like American riders - obviously, we've raced a few of them - there weren't any of them around that came close to Wayne, so we were left to try and find somebody who could step in to fill the spot - and it wasn't an American.

**The U.S. GP had its location listed as "TBA" on the IRTA calendar for some time. Are you, or were you, thinking of changing sites?**

Unfortunately, GP racing is not our only task and sometimes we are a little slow moving in areas such as the new GP promotion. But Laguna will see its GP back again.

**In your opinion, are there any other race tracks in California where you could hold a GP?**

No.

**Other tracks in the U.S then?**

There are GP tracks around. The costs associated with GP racing, the money which it takes to bring the teams and the amount of money it takes to get the whole circus here and run, is far more than you'd spend at a CART race. So to just come into a race track like Road Atlanta or one of these facilities, even Laguna, is a big problem for us because we have to literally build everything that we have to bring in there. It's not up to GP standards; I don't know that there is a race track in America that is. So you literally have to tent the place and build hospitality areas and it's just a big, big undertaking. There is not a race track in America that I've seen that fits the bill.

**What thoughts did you come away with after your first year of being a promoter?**

The U.S. wanted a Grand Prix - the American public said they wanted a GP. I'm not real pleased with the turnout that we got, but I'm not disappointed either. It's a long-range program - five years. We are probably the only people who could bring it back, and we did that. I was hoping that the motorcycle industry itself would get more involved, especially the factories. They have not gotten involved to the extent that they needed to get involved to make these things happen - magazines, the press, everybody. The motorcycle business in America is very unique. It seems that we all have something else to do, or we all have different axes to grind, and no one is thinking of the sport as a whole. The way to get the sport bigger, the only way to make it bigger, is through television. Other sports have done that second part, made the transition and made the move into being a professional sport. We need to do that. At KR Promotions, our role, as I see it, is to maybe help in areas where our expertise can help, and make this sport more successful, not necessarily KR Promotions more successful. If the sport becomes more successful we won't need KR Promotions. I'd rather run a team and help younger riders and build that up, than put on races.

Apparently, no one was doing that, and we do need someone doing that because there are other sports out there that are competing for the same dollar - advertisers paying for the commercials on other programs. And if nobody is going to do it, if motorcycle people are going to stand around, it's going to be gone! - just as you have seen with dirt track and with other forms of racing here in America.

**It's a point of fact that you could promote a GP in Spain if you wanted to, and make an enormous amount of money.**

Oh, you're talking...yeah. If I could get a race in Spain, yeah, great, I'd have one. If KR Promotions just wanted to make money that would be great, but that is not why KR Promotions was started. It was started to try and give the motorcycle industry here in America a shot in the arm. That's why it was formed.

**Your son's relationship with racing has come full-circle. You tried to keep Kenny Jr. from racing, to become a golfer, and now he has progressed to a ride on your team. There must have been a point where you sat him down and asked him what he wanted to accomplish, correct?**

Yeah, there was a point where I asked him how serious this was going to be. You either do it for fun, and enjoy it, or you do it as a profession and you do it seriously. I told him that it didn't matter to me which one of them he did. If you're going to race for money, then you are going to have to take it seriously and do your job. Because you not only work for yourself, you work for the sponsors, the public, for everybody. You're not just out there doing what you want to do, and if you think that way, you're probably not going to make it to be a GP racer anyway. So when he first started, that was the rule: If you're going to do it for fun, let's do it for fun. We still have fun riding motorcycles - it's probably the only thing that we do around here that we have that much fun doing - (but) it's competitive, too. But that was set down a long time ago, the rules were you either ride, or you do it for fun.

Really, Kenny Jr. has done everything, in my opinion, and he's had other people watching him as well; Wayne has helped him a lot. He's doing it right - we can't say that Kenny is doing anything wrong, really. He works out, he handles the press very well, he stays in Europe and does his job and doesn't complain about it. Really, he's doing everything right, in my opinion.

Whether he actually ends up being a World champion one day or not, we don't know. But Kenny's got a factory ride for the Grands Prix this year and I think he'll be successful.

**Will he be backed closely by Yamaha, developing the bike like Tetsuya Harada did last year, or will it be Marlboro Roberts developing independently of Yamaha, like you did with John Kocinski?**

The relationship between Harada and the factory is very strong, there's no question about that. I'm sure Harada's bike was maintained and developed from Japan. But we run a little bit different structure. We assist in development and do it ourselves. It's done with total Yamaha control and supervision. The 250 Yamahas in the past have, in my opinion, not been the fastest on the race track. Sometimes (they were) the best all-around motorcycle, but certainly not the quickest. Kenny's not a small kid - he's not as small as John (Kocinski), for example - so there may be some point that we have to evaluate the performance of (the bike) and try to enhance (it), just because of the kid's size alone. Next to Harada, Kenny is a giant. So, yeah, we probably will do some R&D for top speed or acceleration, with Yamaha's cooperation.

**You will have a lesser role on your GP team now, correct?**

A lesser role is certainly true, just from the standpoint of having too many people. We had to give the control to other people, just because running this team has become quite complex. At one point last year, we had a race going on in Spain with the 500 team; we had the 500 team testing in Australia; and we had my kid racing a dirt track in America. So there are quite a few things happening under my control, or under my supervision, you might say. When our team started GP racing, we had six or seven people working for us, now it has grown to probably 40 people. I can't manage all that, so I had to give some duties to some other people. Chuck Aksland will manage the team, and has been managing the testing and logistics of the team for the past several months. I oversee the total involvement of the team; I'm better at concentrating on the riders and the equipment side of things. I enjoy that more than whether this guy should fly via Tokyo or via Hong Kong.

It's always been that way. Now that the team is so big it appears that I have stepped back and I'm not so involved. I'll still have a lot of the politics in the sport that I have to deal with; I'm constantly in meetings at races, so I don't have time to spend with the riders. I'm trying to step back from some of that stuff. The sport is going fine, the television (coverage) is just climbing, so maybe I can take a step back.

**You definitely have a "type-A" personality. How have you acclimated to the change in your role on the team?**

It's a little too early to say. I speak with Chuck (Aksland) on a daily basis - he ran the team here in America when we ran a 500 in the WERA thing. He knows what he's doing; it's not a question of me overseeing him every day. There are other things that I do in the off-season, especially this off-season, that I haven't done in a long time. I just haven't had the time in the past to do that. With the change over to IRTA, to TWP (Two Wheel Promotions) and to Dorna, it's been quite a transition. It's taken some time out of my schedule that I didn't have, say, four years ago. So I'm back into the swing of things and this test (an upcoming test in Australia) will be the first test I have been to since the end of last season. I'm just trying to get back into things, and it's too early to say if I have taken a step back too far or not (laughs).

**The AMA will introduce an introductory 125 class next year. What are your thoughts on 125cc racing?**

Oh boy, another class. Great.

Well, listen, 125 racing is a good class in my opinion. The bikes are very inexpensive, they're actually racing motorcycles - I bought one for my son (Kurtis) - they're good, close races. It does give the smaller guys and younger guys a place to start. I've never started a rider on a 125 so I don't know. I think my son will be the first I've ever done that with.

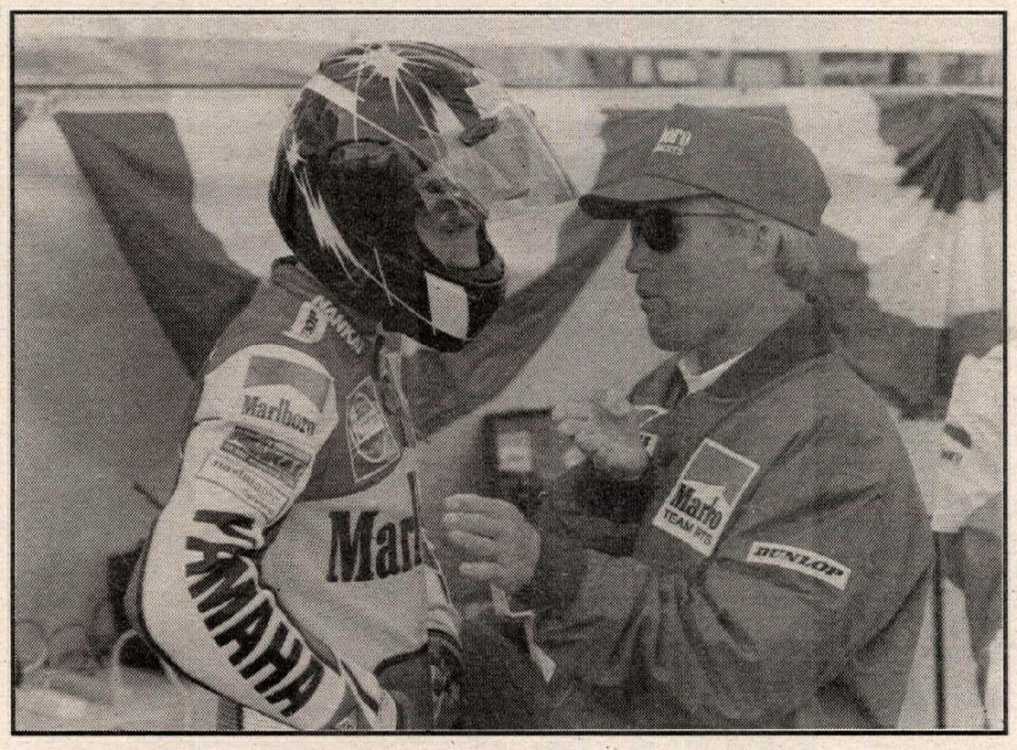
Whether it breeds 500 GP riders or not, I have no idea. As far as GP-style racing (is concerned), I think America should take another look at it. We have to be running what the rest of the world is running, in my opinion. America is a big place, but the motorcycle industry is very small, and to separate ourselves from the rest of the world is probably not what we want to do. I know the 125 class in Europe and in Spain, in the Ducados Open, is a very successful class.

**After Wayne Rainey was injured, it was rumored for a time that you considered quitting racing altogether.**

At the time when Wayne was hurt, I considered a lot of things. I think that my involvement in this thing is a little like my racing - if I cease having fun doing this, I won't do it. I'm away from my family almost 70% of the time, constantly traveling, constantly doing something for either the team or the sport or something. Maybe more so when Wayne got hurt, but every year I look at that possibility, of whether I've done enough and want to stop, or whatever. I think the main thing at that time, when people were speculating, (is that) I was more worried about the options that we had with Wayne - the doctors, the hospitals, the operations and what could be done. I was too busy to dwell on whether or not I would continue racing.

**What is the current situation with Rainey? Will he join your team?**

As I said, Wayne has been a big part of helping Kenny Jr. in his career. We have built this 250 team around Wayne, if he wants to step in. Because Wayne is still in rehabilitation, I'm sure that he's not going to know exactly what he wants to do. He's been very involved in the running of the team. We phone him on a daily basis with the results in testing. But right now it's too early for me to tell you that Wayne's going to run a team or even work on a team. Wayne's still working on my team - I still have a contract with him - but there are other things that we have to address with Wayne now, and (that) he has to do. It's just not as easy getting up in the morning, like it used to be, and running out to the airplane. So we're not saying anything (about what) Wayne is going to do - at this point. All I can say is he is very much involved with the team and he wants the team to be successful. He's one of the guys who made it successful and he will continue to make it successful. But what role he actually plays right now - I couldn't tell you. CN



Kenny Roberts confers with his son, Kenny Jr., at the U.S. GP.

## Round 1: Lake Nimrod

# Hawkins reaches new heights

FOURSCHE JUNCTION, AR, JAN. 30

"Randy Hawkins, you've just won your fourth National Enduro Championship. What are you going to do now?"

"I'm going to Lake Nimrod, to win me a National Hare Scrambles!"

Though not documented, that conversation may well have taken place during the off-season, because just months after sewing up one of the hardest-contested National Enduro titles in history, Hawkins celebrated by snaring the first National Hare Scrambles win of his illustrious career. The victory came at the opening round on the circuit, and while the Team Suzuki rider now enjoys a lead in the point standings, he won't attempt to maintain it. Like last year, Hawkins will concentrate on defending his enduro title, with his second priority being the National Reliability Enduro Series.

"I'm really pumped about it (the win)," said Hawkins, who piloted a Factory Connection/Pro Circuit-prepped RMX250. "It's one of the highlights of my racing career, to beat the best guys there are in hare scrambles at hare scrambles. I've led hare scrambles Nationals before, but it seems like something bad always happens."

When you consider the conditions under which that the series opener was held, Hawkins' win becomes less of a surprise, but in no way less impressive. In the weeks prior to race day, the surrounding area was soaked by rain, and many said the course reminded them of Blackwater.

"The race was very tight and technical, and that's to my advantage," said Hawkins. "I still got stuck, though, but so did everyone else."

While Hawkins enjoyed the wet conditions, the event promoters were less thrilled.

"We had a 15-mile course laid out, but the lake rose 15 feet and most of our arrows were barely visible above the water," said event chairman Tony Orihuela. "We had to cut seven miles out of the course, and it was still muddy - pretty much a survival run."

Despite brutal conditions, nearly 250 riders turned out for the Lake Nimrod National Hare Scrambles race. And while the wet weather may have worked to Hawkins' advantage, the South Carolinian's first win didn't come easily. Throughout the eight-lap race, the lead position was swapped back and forth between Hawkins, Team Mirage's Tom Norton and Team Honda's Scott Summers.

"It was like one of us would lead, get stuck; somebody else would lead, get stuck; somebody else would lead, get stuck..." said Hawkins. "At this particular race, I don't necessarily think that the fastest guy won, but perhaps the smartest and the luckiest; you had to pick the best lines."

"This was one of the worst courses I've raced on, just because of the mud," said runner-up Summers. "It was just so tough. I walked the course before the race, and I pretty much predicted that the lightest guy would win, and that was Hawkins. I'm pretty heavy, and so is my bike, so that put me at a big disadvantage. I'm just happy I did as well as I did."

After the race had been completed, the work still wasn't over for the hosting Texarkana Dirt Riders Motorcycle Club. Several riders had turned in impossibly fast lap times, and quick examination of the back-up books revealed that many had missed a check in the back section. *(Editor's note. As of this writing, only the top four overall positions are official).*

"There was one section of the course where the trail came very close together - about 10 feet," said 125cc class competitor John Scheiuhauer. "There were about 50 bikes stuck all over the place. It was a bad area, but challenging; it was clear-cut with no trail, just markers."

Intentionally or not, some riders cut the course, resulting in the unusually fast lap times. Nonetheless, the course took its toll on the riders.

"It was nasty," said Scheiuhauer. "It was very Blackwater-ish; mud and ruts from one end to the other, and half of it was five inches under water."

Fortunately, the top three riders never even got the opportunity to cut the course.

"When I was walking the course the day before, I could tell that there was going to be some controversy," said Summers. "You could see course markers for the returning trail, and it was easy to cut the trail. It worked out good with Randy and Tommy and I, because we were together and we could kind of keep an eye on each other."

Aware of how unpredictable muddy races can be, Hawkins used a slow-but-steady approach to earn the win.

"I started off about mid-pack, but everybody ahead of me began piling up in the mud on the first lap, and I just went around them," he said. "I hit one guy on the second lap and bent the rotor on my front brake, so I basically didn't have a front brake the whole race, but it really didn't matter in a race like this. I finally caught up to those guys (Summers and Norton) and we began swapping back and forth.

"On the third lap, I saw Scott (Summers) stuck and I passed him," said Hawkins. "Then I got stuck on a fence and he passed me back. It was kind of like that the whole race."

It wasn't until the second-to-last lap that Hawkins took over for good.

"Scott was leading and was trying to get away," said Hawkins. "Then we all (Hawkins, Norton and Summers) came to a bad water crossing and I think he (Summers) made a bad decision on a line and got stuck; I believe he got water in his bike. I knew this was my chance of getting away from him. I pulled out about a 30-second lead on Tommy, who had also pulled away from Summers here. I knew Tommy was back there and I just worked real hard on getting away and I ended up about a minute ahead of Tommy at the finish."

"It was pretty deep, and I got about a gallon of water in my airbox," said Summers. "I wanted to take my float bowl off, but it was pretty cold, and I couldn't make my fingers turn the wrench. The bike would start, but it died if I tried to give it gas. I think it was just creating a vacuum and sucking water through the filter, because I took it out and shook out the water, and it started fine. I consider myself really lucky that the bike would start. That crossing was basically the difference in the race."

Hawkins dedicated his win to friend Jan Hrehor. "He had to return home to Slovakia to be with his wife who has cancer," said Hawkins. "I thought how Jan would've loved this; I felt as though I had a little Czech following me around all day." CN

**Foursche Junction, Arkansas**
**Results: January 30, 1994 (Round 1 of 9)**

O/A: 1. Randy Hawkins (Suz); 2. Tom Norton (Kaw); 3. Scott Summers (Hon); 4. Tim Taber (Hon).

**AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (Best 7 finishes count):** 1. Randy Hawkins (30/1 win); 2. Tom Norton (25); 3. Scott Summers (21); 4. Tim Taber (18).

Upcoming Rounds:
Round 2 - Hollister, California, February 6
Hurricane Mills, Tennessee, March 27

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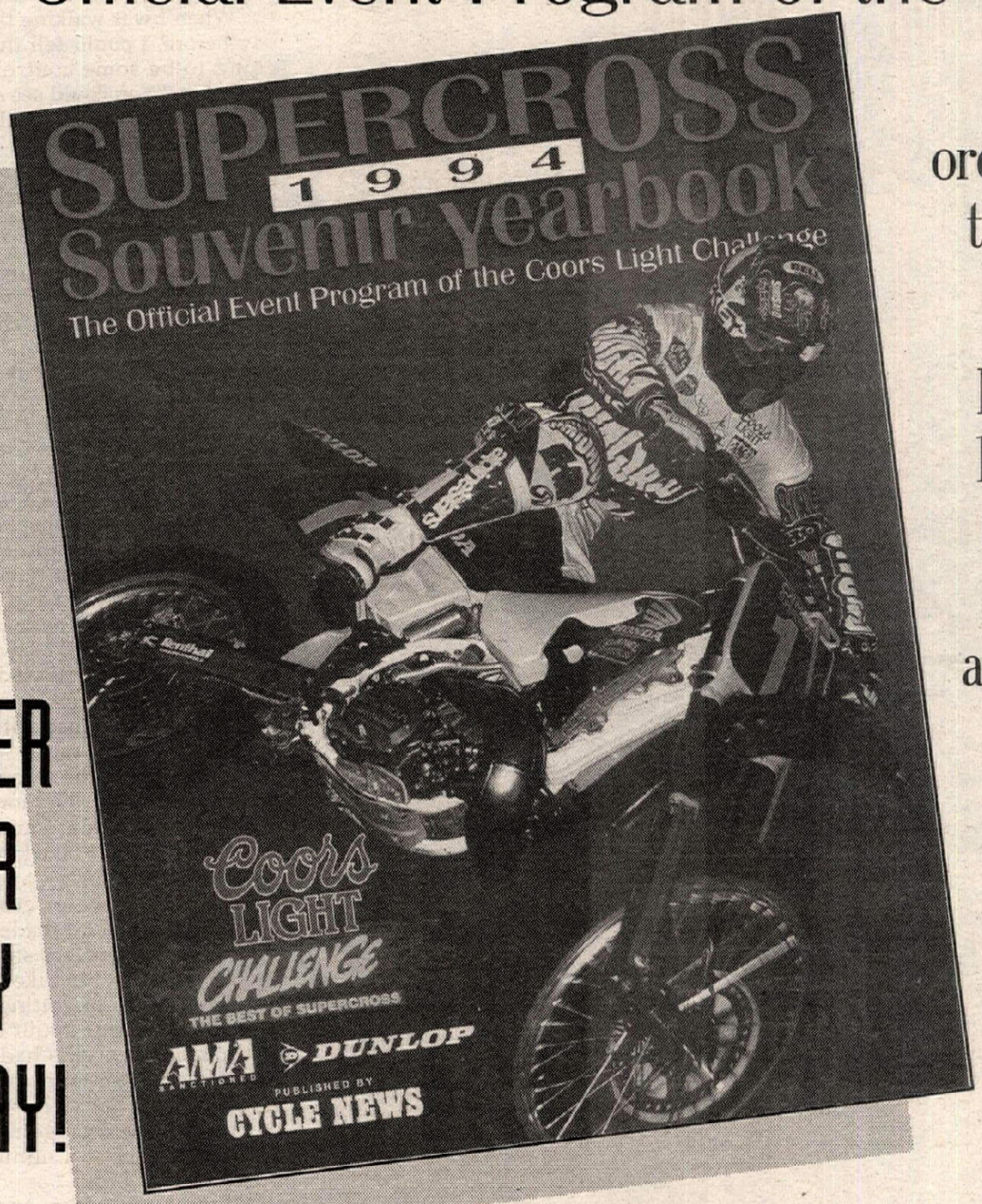


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## Final Round: Gatorback Cycle Park

# Windham wins rain-shortened finale

(Left) Kevin Windham trudged to wins in the 125 and 250cc A classes on the muddy Gatorback course. (Above) Shawn Perolio clinched the series title with a second-place finish in the 250cc B class. (Below) Joshua Summey (7) was the 65cc (7-11) winner.

**By Mike and Anne Adair**

GAINESVILLE, FL, JAN. 29-30

It wasn't pretty but Kevin Windham made the best of an ugly situation at the rain-soaked final round of the Florida Winter AMA Series at the Gatorback Cycle Park track. Despite the soggy conditions, Windham, aboard his Team Green/AXO/Renthal/Pro Circuit/Dunlop/Scott/Maxima/Hammerhead Graphics/N-Style/No Fear-sponsored Kawasaki recorded the 125 and 250cc A class wins, and with them the class championship titles.

"The track was deep in water and very difficult to ride on," said Windham. "I fell twice in the 250cc class and was fortunate to be able to win it."

Torrential rains eventually forced the cancellation of the second day of racing, which included all of the Pro classes, as well as some of the Amateur classes that weren't able to run on Saturday. These classes will soon get their chance to go at it on February 20th. Those classes that did compete ran just one set of motos, instead of two, and were ruled as the overall finishing order.

World Sports' Linda West said, "We can push water off the track with bulldozers and have a rideable track. (But) the track continued to flood and we had no alternative but to call it."

Referee Pat Murphy, said, "It was so bad down in the big sand pit that even the 500cc class was having trouble getting traction."

In the 125cc A moto, Windham grabbed the early lead and that was it. The Kawasaki rider pulled away and easily went on to score the win.

Behind Windham, a battle over second place developed involving Dwayne Bone, Chad Kresge, Chad Shepard and Adam Bechdal. Of the four riders, Bechdal handled the wet conditions best and sloshed his way into second with four laps to spare.

In the 250cc race, things didn't go as easily for Windham as in the 125cc bout. Windham started off in fourth behind leader Jim Chester but had worked his way up to second by the second lap. Windham crashed, however, and dropped back to where he had started - in fourth. Once again, Windham was forced to claw and scratch his way to the front - and it was a struggle!

"They ran two other classes with us and we were lapping them by the third lap," said Windham. "My goggles were trashed. Overtaking riders and seeing were big problems."

Windham eventually labored back up to second and then passed Chester's leading Yamaha on the last lap. Chester settled for second, while Carsten, Bechdal and Horne rounded out the top five.

Two Mini contenders, Ricky Carmichael and Travis Pastrana, ended the series on winning notes. Carmichael did the deed in the 85cc (14-15) class, while Pastrana topped the 85cc (7-11) division, with both riders winning the championship titles in their respective classes.

After piloting his Team Green/Oakley/Fox/Dunlop/CTi/Renthal/Tsubaki/Shoe/Bel-Ray/Pro circuit/Renthal-backed Kawasaki to victory, Carmichael

said, "I was disappointed that they cancelled the Sunday races. I brought my Big Wheel KX80 and wanted to try to beat those 125cc (12-15) guys again like I did last week."

Pastrana, who rode an FMF/Shoei/WD40/Bumpstix/Dunlop/Scott/Drug Free/Allstars/Cernics/Coolsports/Gary Bailey/Fox/100%/Athletes Foot/American Suzuki-backed RM, said, "We had it lucky. They decided to run our classes along with the 50s and 65s on the supercross track. Even there we had a solid inch of water. It looked like a Jet Ski race."

James Stewart led the Pee Wee race until stalling his bike in the water. Michael Lowzaw took over and wound up scoring the win.

"I got third on the start and the guys were falling all over. I moved into second and when Stewart's bike stalled I passed him for the win."

Stewart salvaged fourth behind Mathew Goerke and Robert Holstein.

The championship title in the 85cc (12-13) class came down to the final race of the series between Justin Buckelew and Matt Walker. Buckelew led the championship-deciding moto from the start, but with the checkered flag in sight, he came to a halt.

"I had a minute lead when my bike stalled at the bottom of the hill," said Buckelew.

After receiving help from someone by the side of the track, Buckelew managed to push-start his bike and still finish ahead of Walker. However, Buckelew was penalized a lap for receiving outside assistance when he stalled his bike. As a result, Walker was awarded the class win as well as the class championship.

Eddie Ray was the early leader in the 250cc B race, but it was J.D. Collins scoring the win after passing Ray on the second lap. Shaun Perolio, who ended up second in the moto, took home the class championship trophy.

In the 500cc B event, Jim Montgomery scored the win and the class championship. Second overall went to Mitchell Holstein, while Walter Procanyn, Paul Dzuvanowski and Randy Morris rounded out the top five.

Despite finishing third in both the 125 and 250cc C classes, Lee Latham wrapped up the championship titles in both classes. CN

**Gatorback Cycle Park**
**Gainesville, Florida**
**Results: January 29-30, 1994 (Round 4 of 4)**

**125 A:** 1. Kevin Windham (Kaw); 2. Adam Bechdal (Kaw); 3. Chad Shepard (Suz); 4. Dwayne Bone (Hon); 5. Chad Kresge (Kaw).

**250 A:** 1. Kevin Windham (Kaw); 2. Jim Chester (Yam); 3. Barry Carsten (Suz); 4. Adam Bechdal (Kaw); 5. Allen Richard Horne (Suz).

**P/W:** 1. Michael Lozaw (Yam); 2. Mathew Goerke (Yam); 3. Robert Holstein (Yam); 4. James Stewart (Yam); 5. Forrest Smith (Yam).

**65:** 1. Joshua Summey (Kaw); 2. James Stewart (Kaw); 3. Joshua Faustino (Kaw); 4. Jason Bell (Kaw); 5. Troy Adams (Kaw).

**85 (7-11):** 1. Travis Pastrana (Suz); 2. Aaron Lindsey (Kaw); 3. Robert Farnell (Yam); 4. Tyson Hadsell (Suz); 5. Chaz Northey (Kaw).

**85 (12-13):** 1. Louis Lively (Kaw); 2. Matt Walker (Kaw); 3. Nick Morris (Yam); 4. Justin Buckelew (Yam); 5. Andrei Buloni (Suz).

**85 (14-15):** 1. Ricky Carmichael (Kaw); 2. Adam Rake (Kaw); 3. Jason Thomas (Kaw); 4. Brick Sellars (Kaw); 5. Jake Norris (Yam).

**25+ A:** 1. Earl May (Yam); 2. Barry Carsten (Suz); 3. Alan Andreu (Yam); 4. James McIlvarne (Hon); 5. Robert Haynes (Kaw).

**30+ A:** 1. Earl May (Yam); 2. Alan Andreu (Yam); 3. Danny Crawford (Yam); 4. D. Scott Bishop (Hon); 5. Paul Burfeind (Suz).

**125 B:** 1. J.D. Collins (Kaw); 2. Ramsay Buckelew (Hon); 3. Ryan Voarse (Suz); 4. Jarrett Tipping (Suz); 5. Robbie Horton (Kaw).

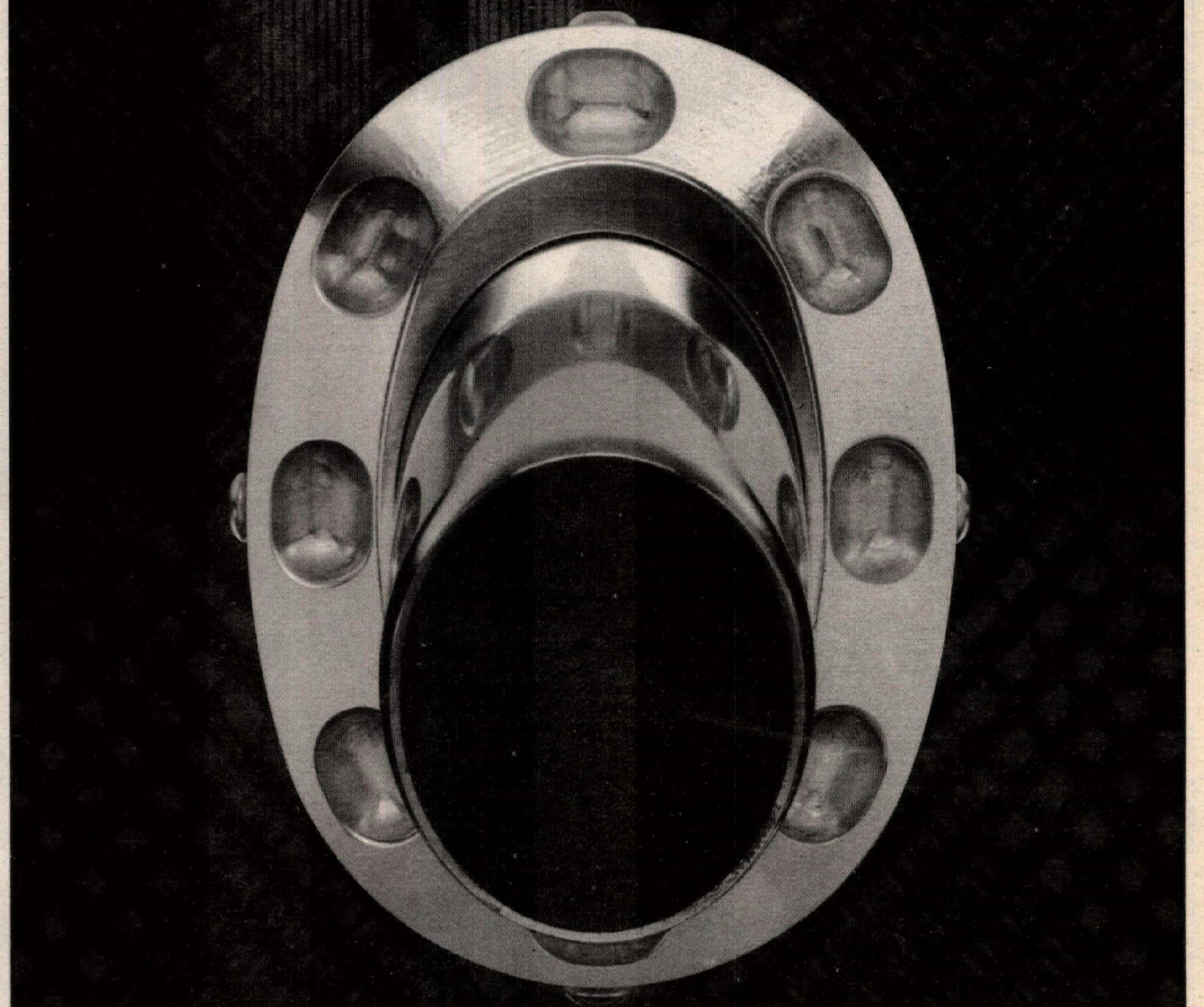
**250 B:** 1. J.D. Collins (Kaw); 2. Shawn Perolio (Kaw); 3. Charles Dunaway (Kaw); 4. Edward Ray (Kaw); 5. Ramsay Buckelew (Hon).

**500 B/C:** 1. Jim Montgomery (Hon); 2. Mitchell Holstein (Kaw); 3. Walter Procanyn (Kaw); 4. Paul Dzuvanowski (ATK); 5. Randy Morris (Hon).

**125 C:** 1. Travis Willis (Hon); 2. Shane Fox (Suz); 3. Lee Tatham (Yam); 4. James McCormick (Suz); 5. Sebastian Szaniel (Suz).

**250 C:** 1. John Sheffey (Suz); 2. Jason Masdin (Hon); 3. Lee Tatham (Yam); 4. Dan Larson (Yam); 5. Steve Szynake (KTM).


"Suddenly, you were gone!"



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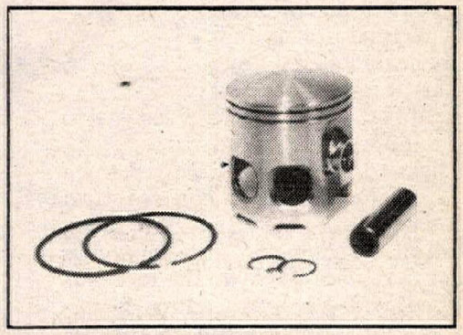

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## Round 3: San Diego Sports Arena

(Left) Mike Faria, Rick Webb, Charlie Venegas (left to right) started the main event from the front row. Venegas and Faria collided in turn three, causing a restart. (Below) The defending Ice World Champion, Venegas scored his second main event win in as many rounds, moving him to second on the all-time main event winners list with nine victories.

# VENEGAS SHOOTS, SCORES!

**By Scott Rousseau**
**Photos by Dennis Voll and Rousseau**

SAN DIEGO, CA, JAN. 28

Speedway racer Charlie Venegas was spectacular as he once again topped the 16-rider field in front of an estimated 4500 spectators at round three of the Budweiser Ice Draft-sponsored International Championship Events World Cup Ice Speedway Series at the San Diego Sports Arena, home of the IHL San Diego Gulls.

Venegas looked to be the man to beat by virtue of his victory at the previous race in Sacramento, but the 1991 and '93 Ice World Champion's chance for a perfect evening was derailed in heat 12 when he fell victim to controversy. The trouble began when Gary Akroyd developed a fuel leak on the starting line while staging with round one winners Venegas and Pat Litt. Officials shut Akroyd down and backed him off the line while Akroyd's mechanic ran out and tried to help him fix the leak. Referee Dave Joiner determined that Akroyd had exceeded the two-minute hold, waved the heat to the line and called for a start. Venegas took control and appeared to have the race well in hand, but in all the confusion, no reserve was called to replace Akroyd. The race was stopped, with Venegas leading, to correct the situation. In the meantime, Akroyd was still on the ice, had gotten started again, and attempted to stage at the gate.

It took over five minutes for officials to get a fuming Akroyd to pull off the ice so that the heat could be restarted. When the race was restarted, Litt took control from his pole starting position and scored the win over a disappointed Venegas.

"We're still in it," Venegas said. "There was a lot chaos out there, but I'm having a tough time making it hook up. It seems to be going pretty good, but the ice is changing."

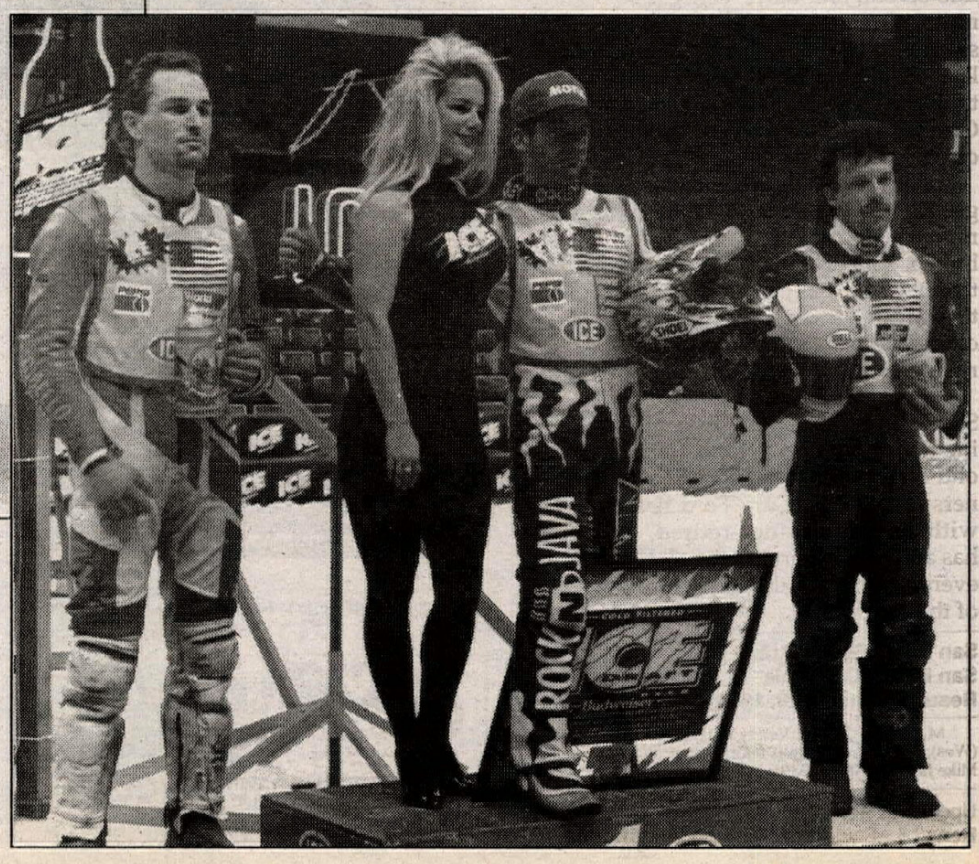
Litt's night went bad shortly thereafter when he was disqualified for causing a resart in his third round ride and was forced to ride in the Last Chance Qualifier. Litt would fare no better in the LCQ as he was involved in first turn bunching with John Grant and went down in turn one. Litt was again ruled the cause of his own crash, ending his evening.

Venegas rebounded from his round-two setback to post another convincing win in heat 17 over Robert Curry.

As the night progressed, former two-time U.S. National Speedway Champion Mike Faria, Curry and Team Colorado's Rick Webb turned out to be the biggest threats to Venegas. It was a real turnabout for Faria, who had problems in Sacramento and failed to make a main event. A confident Faria scored eight points in the three rounds to tie with Venegas for the lead and earn a direct seed into the main.

"My tires were all wrong (Sacramento). I had an 'A' stud pattern so that the tire would clean itself which is totally wrong," Faria said. "After watching Pat

(Left) Faria scored eight points in the qualifying heats and transferred directly to the main event. Despite a last-place finish, the two-time U.S. National Speedway Champion gave a good account of himself. (Below) Rick Webb, Venegas and Robert Curry (left to right) took to the winner's rostrum after the main event.



(Litt) and Charlie (Venegas); they've all got a 'V' pattern. If you can't beat 'em, join 'em. So I joined 'em and now I'm gonna start beating 'em. I think I can do it."

Webb played a strong, silent role, making the main by virtue of two consistent wins and a second-place finish in his third ride to remain even with Venegas and Faria.

"I seem to have gotten my set-up figured out," Webb said. "The tire has to work for the rider and I've got my tire working for me. It might not work for someone else."

Curry was having his share of problems and he posted only one win in the three rounds, forcing him to ride the LCQ. But a convincing win in the LCQ put him on the back row for the main event.

As the top six scorers of the night rolled to the line for the main event, Venegas lined up in the advantageous pole position with Webb and Faria to his right. Curry had the inside of row two with Colorado riders Buck Blair and Mike Jaudon rounding out the field.

When the tapes went up, Venegas and Faria bolted the first turn, leaving the sandwiched Webb third off the line. Venegas held a slight advantage over Faria going into turn one but overcooked it and fell off the pole. Faria took advantage by squaring off the turn and coming up the inside of Venegas as the two accelerated down the back straight. Going into turn three, Faria was slightly behind Venegas but tried to stuff it in underneath him. The two riders made heavy contact and were sent tumbling into the safety pads that lined the track. The race was red-flagged as Faria and Venegas got up and checked over their equipment.

Referee Dave Joiner ruled that the accident was incidental and allowed both riders to restart. The second go was a virtual carbon copy of the first, but this time Faria's gamble wouldn't pay off. Venegas controlled the start and commanded the inside line to turn one. Faria tried to get a drive around the outside but went down. The race continued with the Rock N Java/Troy Lee Designs/Airwalk Shoes/Motion Pro/Motul/D&F Engineering/Cirello/Anna and Varick Racing/Will Costa Trucking/KG Leathers/Shoei-sponsored Venegas stretching his lead at every turn as Webb and Curry slipped into second and third. Venegas so dominated the main event that he literally shut it off down the back straight on the last lap and coasted through turn four to take the checkered flag ahead of Webb, Curry, Blair and Jaudon. Faria finished out the main in last place.

"Things worked out for me," Venegas said. "It was tough. Guys are going real well. My hat's off to Mike Faria, he's a good sportsman. I had a little trouble with the ice at the beginning of the night, and I had to make a few changes. But the changes worked the right way, and I put it together."

Venegas's main event victory at the San Diego round was his ninth, allowing him to surpass Warren Diem for second on the ICE all-time main event winners list. Leader Gary Ford has 10, and with Ford long since retired, Venegas has a shot at becoming the all-time main event winner on the ice before the end of the series. CN

**San Diego Sports Arena**
**San Diego, California**
**Results: January 28, 1994 (Round 3 of 4)**

MAIN: 1. Charlie Venegas (Jaw); 2. Rick Webb (Wes); 3. Robert Curry (Wes); 4. Buck Blair (Jaw); 5. Mike Jaudon (GM); 6. Mike Faria (Wes).

Upcoming Round:
Round 4 - Fairbanks, Alaska, March 12

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# TAMING THE BEAST

By Donn Maeda
Photos by Al King

During our 1994 500cc MX Bike Shootout, one thing became very apparent when it came to the Honda CR500: though it is equipped with the easiest to ride, most-powerful motor, the bike as a whole is held back by what can only be described as "twitchy" handling characteristics. While each of our testers raved about the big Honda's awesome powerband, all of them returned from the track with similar tales of horror.

(Above) Killer landings and G-outs are handled with ease, thanks to the Marzocchi Magnum forks and Pettersson Pro Suspension-modified rear shock. Over square-edged bumps, our CR500 project bike handled admirably. (Left) The finished product. Our entire project bike consisted of bolt-on parts, and may be easily duplicated.

(Right) The Marzocchi Magnum conventional forks offer more flex and are more forgiving than today's inverted units. The trick tube guards are made by Acerbis.

Headshake, severe bottoming and swapping were the major complaints. One rider even suffered a mildly separated shoulder when the CR500 bucked him off without warning on a particularly fast section of San Bernardino's Glen Helen Raceway. While fresh, our testers had no trouble staying on top of the Honda's twitchy handling characteristics, but within a few laps the vibration and headshake would transform even our most-fit testers into quivering masses of jelly.

"This bike would be awesome if it handled better," they chimed.

'Nuff said.

Only days after our Shootout hit the presses, we set out on a mission: to bring the Honda CR500's handling characteristics up to par with it's world-class motor.

### BOLT-ON BLESSINGS

Take a look around the pits at any local Southern California MX race, and you'll most likely see a bike or two fitted with a strange-looking pair of cranberry-colored conventional forks. Though we don't necessarily agree with the masses who seem to be jumping on the "conventional fork bandwagon," we thought it would be worthwhile to look deeper into the current trend of "right"-side-up forks.

Stig Pettersson is the man behind the mysterious forks. No, Pettersson doesn't manufacture the Marzocchi Magnum forks, but Pettersson's company, Pettersson Pro Suspension, is the sole U.S. importer for the Italian suspension units.

"I am convinced that for the average rider, the Marzocchi conventional forks are definitely better," said Pettersson. "Unlike inverted forks, they don't suffer from a great deal of stiction and binding. For outdoor-motocross applications, there is no comparison between the conventional and inverted designs. Conventional forks are definitely more compliant and forgiving."

In both the 250 and 500cc MX GP Series, many of the top riders opted to fit the Marzocchis on their race machines, amongst them Trampas Parker, Jorgen Nilsson and Marcus Hansson.

In addition to supplying us with a pair of Marzocchi Magnum forks, PPS also modified our shock and stock Showa forks. The stock forks were revalved to provide a stiffer compression ratio in the second half of the suspension travel, while the changes to the shock focused on reducing the high-speed compression damping.

With more than one off-roader on staff, we thought it would be appropriate to modify the Honda to be more at home at desert-racing speeds. To compliment the re-worked suspension components, we contacted ISDE veteran Drew Smith, who supplied us with one of his Works Enduro Rider Steering Stabilizers. Though not as popular as the Scotts Performance unit, the WER stabilizer has developed a loyal following that includes such notables as National Enduro Champion Randy Hawkins and motocrosser Guy Cooper. Installing the stabilizer required that a small hole be drilled in the frame, but Smith stresses that it does nothing to affect the frame's strength. A large portion of the front number plate must also be cut away in order to provide clearance for the unit.

In the open class, flying rocks and roost is definitely a factor to contend with. Better protection for the delicate radiators seemed necessary, as the flimsy plastic stock units seemed less than adequate for nose-to-tail dices on a rocky course. MMF Racing manufactures a set of heavy-duty aluminum radiator guards that in addition to better roost protection, provide a bit of side-to-side damage protection as well. In addition to the radiator guards, MMF included a front brake master cylinder guard, a stadium skid plate, a pair of frame guards, a heavy-duty chain guide and a trick Pro Stand as well.

Vibration and shock transmitted up through the rider's arms was also a com-

plaint, so a pair of Renthal Aluminum handlebars were in order. Axo Sport provided a pair of Honda bend bars, as well as a set of medium-density Renthal grips.

But what about the looks? You can't forget the looks, can you? It's no secret that the Japanese manufacturers haven't burned the midnight oil trying to redesign their open class motocrossers, and the CR500 has boasted that same look for three years now. Though we didn't opt for the all-out, full-coverage graphics kits offered by some companies, we did improve the CR's styling considerably with the help of N-Style's Rob Healy. N-Style Honda Wing HRC radiator shroud logos, pre-cut numberplate backgrounds, a rear fender sticker kit and Pro-digits completed the look of our CR500 project bike.

### ON THE TRACK

Installing all of the aforementioned goodies was the first step in our project, and we learned a great deal about a few of the products before we even took to the track.

The Marzocchi forks bolted on with ease, thanks to a set of machined aluminum collars that slip into the triple clamps before the fork tubes. Since the conventional fork's tubes are much smaller in diameter than inverted fork sliders, collars are necessary to make up the size difference. The forks are manufactured with Hondas and KTMs in mind, so our front brake caliper bolted right on. Pettersson has fabricated conversion brackets so that Suzuki, Kawasaki and Yamaha owners may also install the forks.

The WER Steering Stabilizer was another story. Though the unit required that only a small hole be drilled in the frame for installation, getting the stabilizer to clear the front numberplate was a different story. We ruined two plates before we finally got it right. If we had to rate the stabilizer's looks on a scale of 1-10, we'd probably give it a one or a two.

Most of the MMF accessories bolted on cleanly and with little effort, but we did struggle a bit with the Stadium Skid Plate. Drilling out and elongating the mounting holes quickly solved our problems, and to the best of our knowledge the MMF unit is the only plate available that incorporates the motor mounts for mounting.

On the track, it quickly became apparent that our time and efforts were well spent. On the fast, sometimes-choppy straights at Glen Helen Raceway, the Honda tracked straight and true. In stock condition, the stock CR500 bottomed frequently and shook its head violently. Erratic swapping under power was also a problem.

Curious to see how much difference the conventional forks or steering stabilizer made on its own, we disconnected the stabilizer for a few laps in order to evaluate the Marzocchis by themselves. To our surprise, the forks alone made a huge difference in the bike's ability to track straight, even under braking. Thanks to their conventional design, the forks have more "give," or flex, than today's super-rigid inverted units. Slap-down landings are less-painful, and gone is the bike's tendency to glance off of square edged bumps.

Adjusting the Marzocchis is odd. The left fork leg controls the compression duties, while rebound is handled by the right fork leg. Both adjusters are located on the top of the forks, and feature big, easy-to-turn adjustment dials. With only six adjustments on compression and rebound, we quickly found that one adjustment "click" was equal to four or five clicks on the stock units. One "click" made a world of difference. After a considerable number of laps, we found that the forks worked best when compression was set on four, and rebound on three.

As for the shock, the PPS-modified unit felt worlds better than the stocker. Blasting out of a rutted corner yielded the best indication that the action was improved. In stock condition, the rear end tended to deliver a harsh feel, but the revalved shock felt more compliant and forgiving. Under power, the rear of the motorcycle stayed straight instead of glancing off small bumps and swapping.

With the stabilizer connected, the Honda became a high-speed missile. Absolutely no headshake was apparent, especially with the stabilizer set on the stiff side. For motocross work, however, only the lightest setting is required. A few testers were hesitant to ride with the stabilizer, afraid that they wouldn't be able to turn. While in motion, however, the resistance supplied by the WER unit is not noticeable. The biggest difference comes at speed when the bars would normally be ripped out of the rider's hands.

Take a quick look at the results column at any desert race, and you're almost guaranteed to see more Kawasakis filling the rostrum. We feel that the WER Steering Stabilizer could quickly change all of that, though, as our Honda CR500 proved to be just as stable at high-high off-road speeds as well.

Thanks to the Renthal handlebars, the amount of engine vibration transmitted to the rider was lessened, resulting in less fatigue and greater control when the going got rough. And we speak from experience when we say that the Renthals don't bend as easily as the stock units.

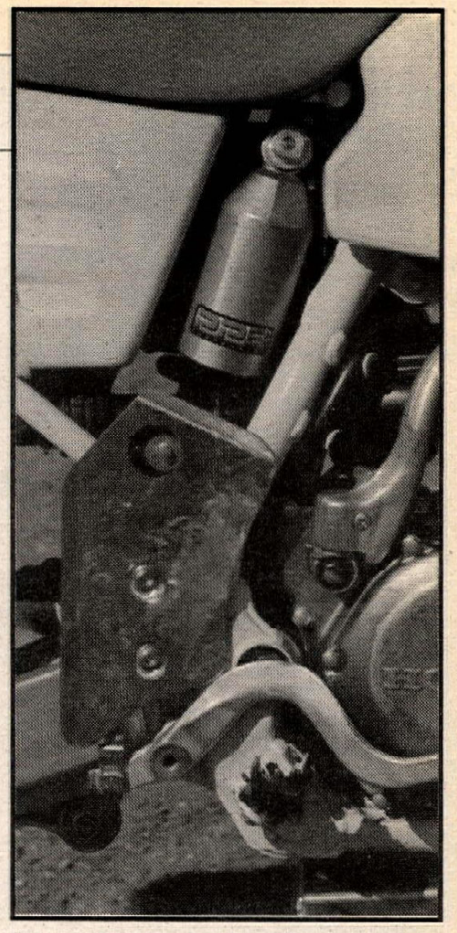
As for the MMF protection components, let's just say that we have been lucky enough so far to have not put them through a torture test...yet.

All in all, our Honda CR500 project bike was a great success. Though we elected to leave the motor alone, the upgrades that we did make allowed us to make better use of the Honda's awesome motor. CN

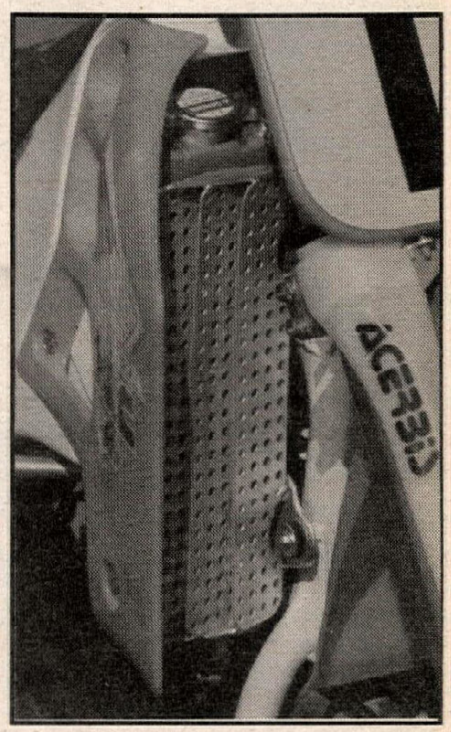
*While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation*

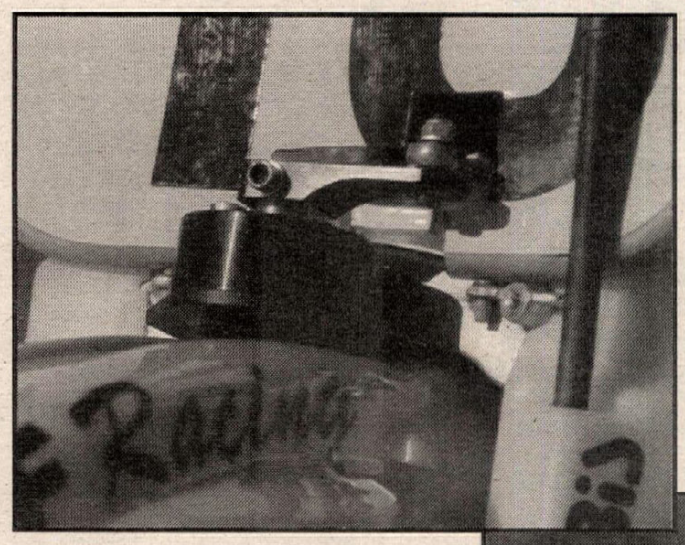
## What they cost

| | |
|---|---|
| Marzocchi Magnum forks | $1110 |
| PPS fork mods | $150 |
| PPS shock mods | $115 |
| Works Enduro Rider Stabilizer | $299 |
| MMF Radiator Guards | $48.95 |
| MMF Stadium Skid Plate | $48.95 |
| MMF Master Cylinder Guard | $14.95 |
| MMF Chain Guide | $19.95 |
| MMF Frame Guards | $39.95 |
| MMF Pro Stand | $69.95 |
| Renthal Handlebars | $69.95 |
| Renthal Grips | $8.95 |
| N-Style Honda Wing Logos | $19.95 |
| N-Style Numberplate Backgrounds | $19.95 |
| N-Style Factory Rear Fender Kit | $12.95 |
| N-Style Pro's | $7.95 |



(Above) PPS revalved the Showa shock to be more compliant in the first half of the suspension travel. The MMF frame guards protect the rear master cylinder from damage, and look trick, too!





(Left) The Works Enduro Rider Steering Stabilizer worked wonders. Headshake was no longer a problem, and the stabilizer offered a wide range of adjustability. With the exception of the unsightly hole cut in the front numberplate, the WER unit was easy to install. (Right) The MMF Radiator Guards offered a great deal more roost protection than the stock plastic peices. The guards offer additional side protection as well.

## Who ya' gonna call?

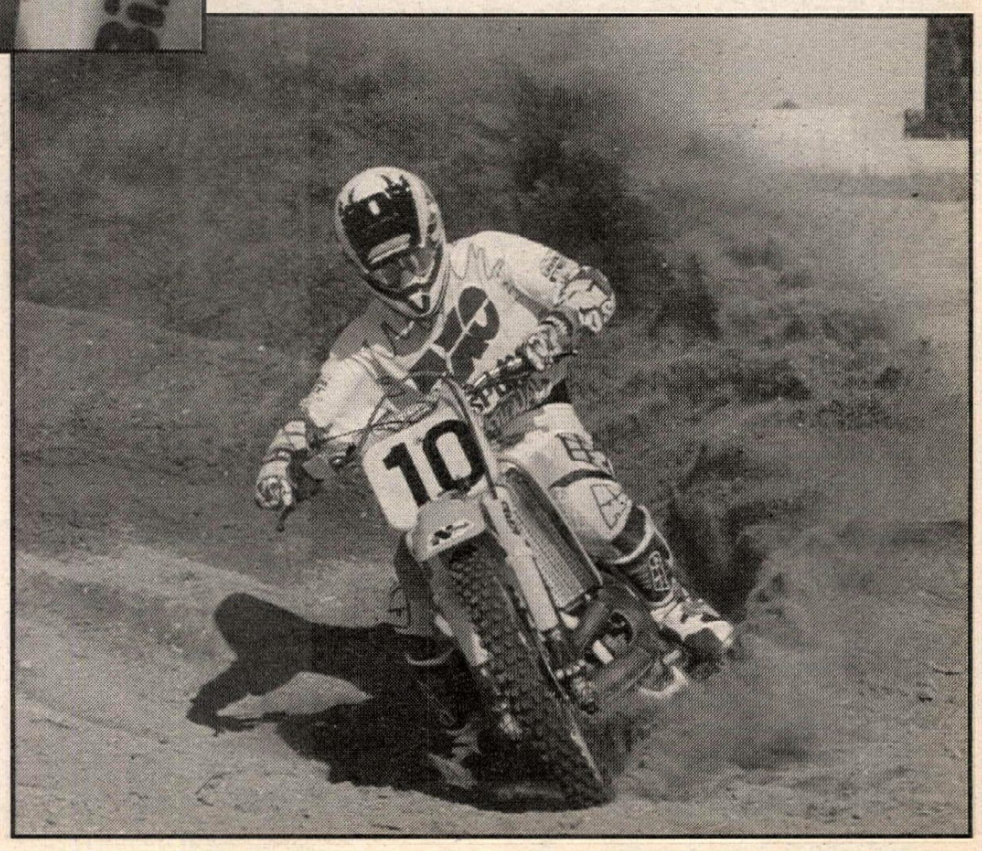
**Pettersson Pro Suspension**
817 Lakeview, Unit B
Placentia, CA 92670
714/970-2423

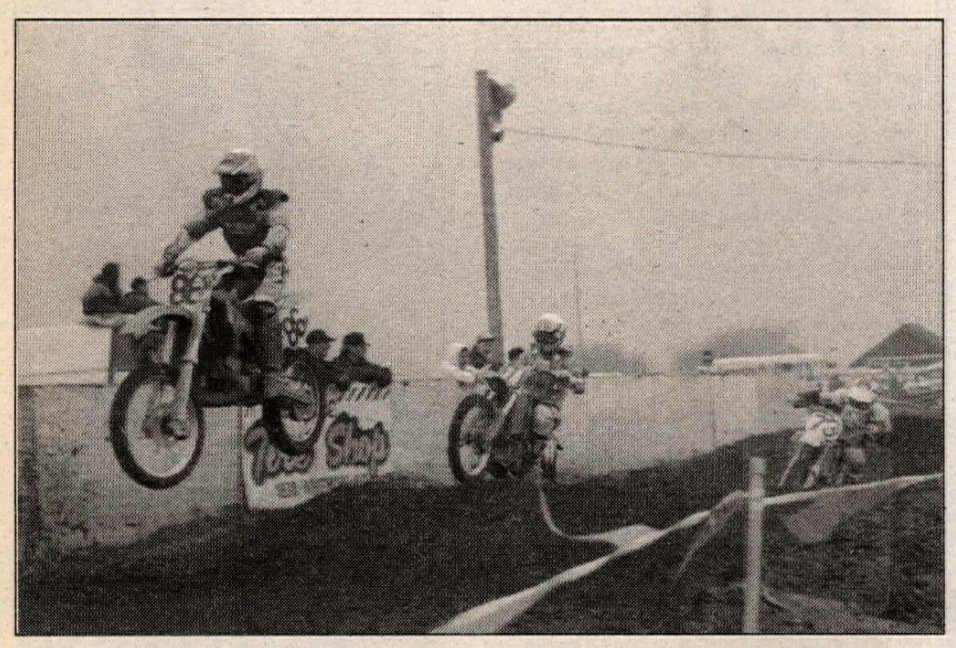
**Works Enduro Rider**
Box 279-A Jenny Jump Ave.
Great Meadows, NJ 07838
908/637-6385

**MMF Racing**
12145 E. Slauson Ave.
Santa Fe Springs, CA 90670
310/693-9096

**AXO Sport**
24950 Anza Dr.
Valencia, CA 91355
805/257-0474

**N-Style**
27811 Avenue Hopkins, Unit 2
Valencia, CA 91355
805/294-1118





Mike McCloud (86M) topped the 250cc Novice class at the Pioneer Speedway.

AMA Amateur Supercross

# Gravett tears up Houston Amateur SX

**By Kat Spann**

HOUSTON, TX, JAN. 22

Kevin Gravett had a banner day, winning the 125cc (12-15) Youth main event during the amateur supercross that was held on the same track that the pros rode in the Houston Astrodome.

After winning his heat race, Gravett shared the holeshot with Kristy Shealy in the main event. Gravett charged and was able to assume the lead with Shealy hanging on in second place. Donny Jackson then hounded Shealy, but she was determined to keep her place as the two riders swapped position three times before the end of the first lap. Shawn Smith came from behind to challenge Jackson for for third place, taking over the position on lap three. Gravett stayed out of trouble and led the charge to the checkered flag, scoring the win. Shealy never let up in her efforts to catch Gravett, and she finished in second place. Smith had to settle for third followed by Jackson and Brad Cannon.

In the 125cc B main, Erick Vallejo snared the holeshot and led the race with Travis Young in second. Todd Kirby, Robbie Floyd and John Shippen battled over third place for three laps until Gravett joined the fray, passing them all and leaving them to fight for fourth place. Gravett then began to pressure Young and passed him for second place. Vallejo crossed the finish line first, followed by Gravett, Young, Kirby and Shippen.

Barry Otts jumped out front in the 85cc (7-11) main with Derek Gerdes on his rear tire. Bradley Barham and Zack Williams engaged in a heated battle for third, with Williams eventually passing Barham over the tabletop. Barham retaliated, passing Williams before the end of the lap.

In the meantime, Gerdes was reeling in Otts inch by inch as the two railed the corners and negotiated the jumps side by side. Gerdes finally took over the lead and held on to it all the way to the checkered flag, posting the win over Otts and Barham. CN

## Results

**50 STK AUTO:** 1. Andrea Holbert (Yam); 2. Johnathan Kerr (Yam); 3. Boris Canto (Yam); 4. Brandon Thompson (Yam); 5. Ryan Fontenot (Yam).

**65 (7-11):** 1. Chad Cook (Kaw); 2. Brandon Beabout (Kaw); 3. Glen Hebert II (Kaw); 4. Zack Williams (Kaw); 5. Charles Smith (Kaw).

**85 (7-11):** 1. Derek Gerdes (Kaw); 2. Barry Otts (Suz); 3. Bradley Barham (Kaw); 4. Chad Cook (Kaw); 5. Kyle Williams (Kaw).

**85 (12-13):** 1. Travis Elliott (Kaw); 2. Nicholas Hamilton (Suz); 3. Gavin Burkman (Hon); 4. John Adam (Suz); 5. Zach Williams (Kaw).

**85 (14-15):** 1. Caleb Leath (Kaw); 2. Nicholas Hamilton (Suz); 3. Gavin Burkman (Hon); 4. John Adam (Suz); 5. Ryan Williams (Kaw).

**125 YTH** (12-15): 1. Kevin Gravett (Kaw); 2. Kristy Shealy (Kaw); 3. Shawn Smith (Hon); 4. Donny Jackson (Kaw); 5. Brad Cannon (Kaw).

**125 C:** 1. Ross Dhayer (Suz); 2. Brad Cannon (Kaw); 3. Ben Gary (Yam); 4. Jeremiah Moore (Hon); 5. Ryan Morris (Kaw).

**125 B:** 1. Erick Vallejo (Kaw); 2. Kevin Gravett (Kaw); 3. Travis Young (Kaw); 4. Todd Kirby (Suz); 5. John Shippen (Hon).

**250 C:** 1. Brian Domingre (Hon); 2. John-Paul Talkington (Kaw); 3. Ricky Player (Yam); 4. Brian Hasten (Kaw); 5. Doug Villerman (Hon).

**250 B:** 1. Todd Kirby (Suz); 2. Travis Young (Kaw); 3. Nick Moornan (Hon); 4. Mark Landry (Kaw); 5. Kyle Parker.

**25+:** 1. Darryl Wills (Kaw); 2. Hoot Parker (Kaw); 3. Mark Landry (Kaw); 4. Brian Domingre (Hon); 5. Dimitri Harris (Suz).

**30+:** 1. Matthew Tallon (Kaw); 2. John Middleton; 3. Daniel Herrera; 4. Tommy Jackson (Kaw); 5. David King (Kaw).

**35+:** 1. Bob Stolpher (Kaw); 2. Pete Sullivan; 3. Billy Smith (Hon); 4. Douglas Hall (Yam); 5. Lloyd Hassett (Kaw).

**40+:** 1. Ralph Rust (Hon); 2. Billy Click (Yam); 3. Larry Carson (Yam); 4. Greg Labadie (Kaw).

**500 OPEN B/C:** 1. Ray Jennings (Yam); 2. Nick Box (Hon); 3. Andrew Gilkey (Kaw); 4. David DePrato (Kaw); 5. Dan Kiblinger (Hon).

# Quinn reigns at Pioneer MX

**By Tim Quinn**
**Photo by Mark Hawkins**

OAKDALE, CA, JAN. 30

Justin Quinn took the overall win in the 125cc Intermediate class during round two of the CMA/Bieffe USA 1994 California Winter Series at Pioneer Speedway.

The Tulare Honda/Bieffe USA/CPE/Motowest/Cycle Necessities/Factory Connection-backed Quinn followed Casey Musick and Braden Dahl out of the hole in moto one. As Musick led, Dahl and Quinn battled for second. Midway through lap one, Quinn moved past Dahl and then set his sights on Musick. The two riders battled for the lead constantly with Musick protecting his lines while feeling the pressure. On lap three, before the rockers, Quinn threw it away and Dahl moved back into second. Musick continued to lead, but Dahl had begun to close up on him as Quinn came back into the thick of the action. It took Quinn four laps to repass Dahl for second and set after Musick. Musick had begun to set up cutoff moves to protect his lines, but Quinn still pressured the leader.

On the back straightaway, Quinn had to make a move. He turned a set of rockers into a triple, trying to pass Musick, but Musick held on. Throughout the race Quinn forced the issue until Musick finally succumbed as he tried to take Quinn over a berm to avoid being passed. Quinn stomped on the brakes, cut inside, took away the lead and ran with it to the checkered flag for the win; Musick took second and Dahl third.

In moto two, Dahl pulled off the holeshot with Quinn in second and Musick in third. Dahl was determined to take the win in moto two. The two Honda riders, Dahl and Quinn, engaged in a furious battle for the first couple of laps. Quinn tried to pass Dahl with a daring leap out of "The Pit," but Dahl kept his cool. On lap three, Quinn made the pass on Dahl to take the lead and never looked back. Dahl kept Quinn in his sights, but was unable to close the gap. Musick was not a big factor in moto two, and Quinn took the win to lock up the overall victory, with Dahl second and Musick third.

## Results

50 BEG STK (0-8): 1. Jonathon Withrow (Yam); 2. Adrien Figueroa (Yam); 3. Jeremy Fuller (Yam); 4. Dustin Johnson (Yam); 5. Zach Flores (Yam).

50 NOV STK(0-8): 1. Vincent Guisande (Itj).

50 NOV MOD (0-8): 1. Raymond Navarro (Yam).

50 BEG SHFT (0-8): l. Troy Clemons (Hon).

P/W 80: 1. Richard Fajardo (Yam).

60 BEG (0-8): 1. Nick Davis (Kaw); 2. Vincent Guisande (Kaw); 3. David Peterson (Kaw); 4. Charlie Morrison (Kaw) 5. Adrien Figueroa (Kaw).

60 NOV (0-8): 1. Kellen Chadwick (Kaw); 2. Broc Owens (Kaw).

60 BEG (9-11): 1. Logan Masterson (Kaw); 2. James Wright (Kaw); 3. Jason Waite (Kaw); 4. Donovan Styles (Kaw); 5. Buffalo Soito (Kaw).

60 NOV (9-11): 1. Robert Harold (Kaw); 2. Christopher Loredo (Kaw).

80 BEG D-1: 1. K.C. Rigmaiden (Hon); 2. Chad Walker (Suz); 3. Daniel Cox (Yam); 4. Brian Buckreus (Suz); 5. Darin Pellin (Kaw).

80 BEG D-2: 1. Art Duarte (Suz); 2. Sheena Patterson (Suz); 3. Justin Borrego (Yam); 4. Jerry Kay (Kaw); 5. Michael Hamilton (Hon).

80B/W: 1. Chris Porter (Kaw); 2. Cory Bunse (Kaw); 3. Jerry Berkemeyer (Kaw).

80 NOV: 1. Graham Farmer (Hon); 2. Michael Patterson (Kaw); 3. Michael Patterson (Suz); 4. Danny Ornelas (Suz); 5. Toby Jorgensen (Hon).

80 INT: 1. Jess Medley (Hon).

125 BEG D-1: 1. Brad Pellin (Kaw); 2. Bryan Gill (Yam); 3. Nick Pappas (Kaw); 4. Thomas Teifel (Kaw); 5. Kevin Wilson.

125 BEG D-2: 1. Ronald DeJesus (Kaw); 2. Josh Hayden (Kaw); 3. Paul Jones (Hon); 4. Howard Buhlert (Hon); 5. Justin Bor (Kaw).

125 NOV: 1. Darin Polsley (Hon); 2. Eddie Benson (Hon); 3. Patrick Winters (Suz); 4. Jeff Marsh (Hon); 5. Mike Hartman (Kaw).

125 INT: 1. Justin Quinn (Hon); 2. Braden Dahl (Hon); 3. Casey Musick (Kaw).

250 BEG: 1. Nick Pappas (Hon); 2. Tim Stroup (Suz); 3. Tony Langone (Hon); 4. Andrew Mynatt (Hon); 5. Jassen Smith (Suz).

250 NOV: 1. Mike McCloud (Kaw); 2. Dan McCann (Hon); 3. Blaine Sollazzi (Yam); 4. Levi German (Yam); 5. Sean Large (Yam).

250 IINT: 1. Don Knapp (Suz); 2. Casey Musick (Kaw).

500 BEG: 1. Gerhard Schreiber (Hus); 2. Barret Griffin (Hon); 3. Greg Lepesh (KTM).

500 NOV: 1. Jimmy Abshire (Hon).

BEG (25-29): 1. Tony Langone (Hon); 2. Don Hodgson (Hon); 3. Mike Taylor (Kaw); 4. Wally Hunter (KTM).

VET BEG: 1. Gerhard Schreiber (Hus); 2. Scott Krunic (Hon); 3. Todd Thomas (Hon); 4. Steve Lewis (Suz); 5. Mark Johnson (Yam).

VET NOV: 1. Ron DiBasilio (Yam); 2. David Henderson (Suz); 3. Mark Hawkins (Suz); 4. Richard Fajardo (Yam).

VET INT: 1. Richard Tiago (Hon).

VET PRO: 1. Irv Achziger (Kaw); 2. Gary Fargo (Suz).

OT NOV: 1. Don Flaner (Kaw); 2. Leroy Smith (Suz); 3. Vance Buckreus (Suz); 4. Russ Paden (Yam).

OT INT: 1. Ted Netti (Kaw).

# Kauffman cleans up at Salem Arenacross

**By Deanna Holbrook**

SALEM, OR, JAN. 21-22

Honda-mounted Jon Kauffman laid claim to two hard-earned motos in the Before the Hill Intermediate class during Salem's arenacross at the Oregon State Fairgrounds.

Kauffman scored two perfect holeshots and moto wins, but not without a challenge. In moto one, Brandon White tried to pass Kauffman but kept coming up short. Sean Richardson was also trying to challenge for the lead, but he ran into trouble when Doug McKuhn took advantage of him over the step-up jump and took the third position. Moto one ended with Kauffman snagging the win, White second and McKuhn third.

Kauffman grabbed the holeshot again in moto two, but this time with Brian Worthington in hot pursuit. Richardson's bad start and White's a first lap crash left both to tend their wounds, and they would be no threat to the leaders. Worthington was unable to get within striking distance of Kauffman, who claimed the moto and overall win with ease. White and Richardson were second and third overall, respectively.

Saturday night's races started off with a pack of 50cc riders. In moto one, Yamaha rider Jordan Togstad was off and running to the first turn with Nick Lachappelle close behind. Jordan Kauffman and Aaron Rice were waging war right behind them with Randi Holbrook working her way through the pack after a midpack start. Togstad was making it very hard for Lachapelle to find a place to pass. The order remained the same for the rest of the race with Togstad first, Lachapelle second, Kauffman third, Rice fourth and Holbrook fifth.

Rice took the early lead in moto two followed by Togstad and Jordan Kauffman. Holbrook was off to an early charge but started losing ground after being victim of a bad crash in the Modified class. Togstad gave his all in an attempt to get the lead, and on the last lap, Rice and Togstad both went down in the turn before the checkered flag. Both got up at the same time and regained their same spots. Togstad earned first, Rice claimed second, and Kauffman took third.

## Results

Friday

50 MOD: 1. Justin Keeney (Yam); 2. Randi Holbrook (Yam).

50 STK: 1. Aaron Rice (Yam); 2. Casey Huddelston (Yam); 3. Jordan Kauffman (Itj); 4. Randi Holbrook (Yam); 5. Dakota Richmond (Yam).

60 (6-8): 1. Brent Line (Kaw); 2. Jared Werline (Kaw); 3. Casey Duval (Kaw); 4. Casey Huddelston (Yam); 5. Lee Duval (Kaw).

60 (9-11): 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Jason Evans (Kaw); 4. Derek Walkoski (Kaw); 5. Thomas Rodgers (Kaw).

80 BEG: 1. Paul Boisselle (Suz); 2. Levi Kasper (Kaw); 3. Jared Logan (Hon); 4. Kris Dixon (Hon); 5. Matt Harris (Kaw).

80 (9-11): 1. Kelvin Schoen (Kaw).

80 (12-13): 1. Dusty Lenaburg (Suz); 2. Cody Garvin (Yam); 3. Gregory Blackwell (Hon).

80 (14-16): 1. Nuria Tranchina (Hon); 2. Matt Williams (Yam).

MINI OPEN: 1. Dusty Lenaburg (Suz); 2. Gregory Blackwell (Hon); 3. Kelvin Schoen (Hon); 4. Cody Garvin (Yam); 5. Matt Harris (Kaw).

50+: 1. Jim Watts (Hon); 2. Cliff Kobernik (Suz).

WMN: 1. Deanna Holbrook (Hon); 2. Lisa Garrison (Kaw); 3. Laurie Stange (Suz); 4. Taunie Stites (Yam).

125 BEG: 1. Ward Bouslough (Suz); 2. Andy Garrison (Kaw); 3. Zane Houshour (Hon); 4. Matt Nys (Hon); 5. Ron Saner (Hon).

125 JR: 1. Sean Richardson (Hon); 2. Dan Hewitt (Yam); 3. Dusty Lenaburg (Suz); 4. Derek Whitehead (Suz): 5. Ryan Williams (Yam).

125 INT: 1. Jessey Williams (Hon); 2. Brad Brunkal (Hon); 3. Dan Hansen (Kaw); 4. Brian Worthington (Hon); 5. Doug McKuhn (Kaw).

125 PRO: 1. Dan Moore (Suz).

250 BEG: 1. Paul Meusling (Yam); 2. Jesse DeHut (Hon); 3. Matt Hunter (Hon); 4. Scott Ogle (Hon); 5. Lance Wells (Hon).

250 JR: 1. Rich Murray (Hon); 2. Bret McCord (KTM); 3. Jason McCafferty (Yam); 4. Steve Batchelor (Kaw); 5. Dan Kauffman (Hon).

250 INT: 1. Brad Brunkal (Hon); 2. Jon Kauffman (Hon); 3. Eric Rogers (Kaw); 4. Brandon White (Suz).

250 PRO: 1. Kenny Olsen (Suz).

500 AM: 1. Carl Chadwick (KTM); 2. Pat Sullivan (Hon); 3. Paul Shierk (Hon); 4. Mike Long (Hon).

BTH NOV: 1. Dan Hewitt (Yam); 2. Mike Marlowe (Suz); 3. David Sibley (Hon); 4. Russell Cree (Kaw); 5. J.J. Spencer (Hon).

BTH EX: 1. Jon Kauffman (Hon); 2. Sean Richardson (Hon); 3. Doug McKuhn (Kaw).

UTH: 1. Monte Hill (Suz); 2. Doug Gravelle (Kaw); 3. Bret McCord (KTM).

30-40 JR: 1. Zane Houshour (Hon); 2. Steve Jackson (Hon); 3. Chad Southard (Hon ); 4. Glynn Higgins (KTM); 5. Arlie Hoefling (Kaw).

30-40 INT: 1. Dan Kauffman (Hon); 2. Carl Chadwick (KTM).

OT JR.: 1. Dean Lange (Kaw); 2. Jim Watts (Hon); 3. Cliff Kobernik (Yam).

OT INT: 1. J.R. Meusling (Yam); 2. Skip Waddell (Suz).

OT MNY: 1. Rusty Garrison (Kaw).

Saturday

50 STK D-1: 1. Lucas Schoen (Yam); 2. Erik Meusling (Itj); 3. Koby Bryant (Yam); 4. Jacob Hawkins (Hon); 5. Justin Keeney (Yam).

50 MOD: 1. Ricky Gunderson (Yam); 2. Kevin Dixon (Itj); 3. Alex Riley; 4. Justin Keeney (Yam); 5. Randi Holbrook (Yam).

60 (6-8): 1. Brent Line (Kaw); 2. Brandon Lachappelle (Kaw); 3. Lee Duval (Kaw); 4. Ricky Gunderson (Yam); 5. Casey Duval (Kaw).

60 (9-11): 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Jason Evans (Kaw); 4. Derek Walkoski (Kaw); 5. Thomas Rodgers (Kaw).

80 BEG: 1. Paul Boisselle (Yam); 2. Curtis Luoto (Yam); 3. Levi Kasper (Kaw); 4. Kris Dixon (Hon); 5. Matt Harris (Kaw).

80 (9-11): 1. Kelvin Schoen (Kaw).

80 (12-13): 1. Dusty Lenaburg (Suz); 2. Gregory Blackwell (Hon).

80 (14-16): 1. Matt Williams (Yam).

MINI OPEN: 1. Dusty Lenaburg (Suz); 2. Gregory Blackwell (Hon); 3. Levi Kasper (Kaw); 4. Jared Logan (Hon); 5. Caleb Kauffman (Kaw).

50+: 1. Jeff Younce (Kaw); 2. Jim Watts (Hon); 3. Cliff Kobernik (Yam).

WMN: 1. Deanna Holbrook (Hon); 2. Cindy Foster (Kaw).

125 BEG D-1: 1. Zane Houshour (Hon); 2. Ron Saner (Kaw); 3. Nick Basl (Hon); 4. Chris Meyers (Hon); 5. Nathan Koloen (Kaw).

125 BEG D-2: 1. Troy Reed (Hon); 2. Matt Nys (Hon); 3. Ward Bouslough (Suz); 4. Jeremy Sahnow (Hon); 5. Gary Silva (Yam).

125 JR: 1. Sean Richardson (Hon); 2. Rodney Blanton (Suz); 3. Ryan Williams (Yam); 4. Dusty Lenaburg (Suz); 5. Derek Whitehead (Suz).

125 INT: 1. Jessey Williams (Hon); 2. Dan Hansen (Kaw); 3. Brad Brunkal (Hon); 4. Derek Jasper (Hon); 5. Dale Corra (Hon).

125 PRO: 1. Dan Moore (Suz).

250 BEG: 1. Mark Lokteff (Hon); 2. David Yoder (Hon); 3. Rick Ballentine (Yam); 4. Rodney Tryon (Yam); 5. Alan Ring (Hon).

250 JR: 1. Brad Forkner (Hon); 2. Greg Harmon (Hon); 3. Jason McCafferty (Yam); 4. Dan Kauffman (Hon); 5. Steve Batchelor (Kaw).

250 INT: 1. Brad Brunkal (Hon); 2. Brandon White (Suz); 3. Eric Rogers (Kaw); 4. Jon Kauffman (Hon); 5. Derek Jasper (Hon).

500 AM: 1. Jason Smith (KTM); 2. Randy Fisher (Hon); 3. Tony Martin (Hon); 4. Pat Sullivan (Hon); 5. Paul Shierk (Hon).

BTH AM: 1. Dan Moore (Suz); 2. Jon Kauffman (Hon); 3. Dan Hansen (Kaw); 4. Sean Richardson (Hon); 5. Kenny Bellmore (Suz).

UTH: 1. Monte Hill (Suz); 2. Scott Ogle (Hon).

30-40 JR: 1. Glynn Higgins (KTM); 2. Steve Jackson (Hon); 3. Steve Prizing (KTM).

30-40 INT: 1. David Morton (Hon); 2. Mike Burke (Hon); 3. Dan Kauffman (Hon).

30-40 MNY: 1. Michael Chase (Hon).

OT JR: 1. Jim Watts (Kaw); 2. Randy Layne (KTM); 3. Cliff Kobernik (Yam); 4. Matt Riley (KTM).

OT INT: 1. Jeff Younce (Kaw); 2. Walter Call (Yam); 3. Skip Waddell (Suz).

# Krugh king at Tucson Vintage Motocross

**By Mickey Wood**

TUCSON, AZ, JAN. 23

Husky rider Kevin Krugh scored the overall Expert class victory at the opening round of the 1994 Arizona Vintage Dirt Racers Association season at Mountain View Off-Road Raceway.

Twenty-two entrants raced on 12 different

brands of machinery. Last year's overall champion, David Boydstun, suffered problems with his Bultaco in the opening moto and could only manage a third-place finish, but he stormed back to dominate the second moto. Krugh's first-moto victory and runner-up in the second moto gave him the overall victory ahead of Boydstun and Yamaha pilot Rick Hinchliff.

Darren Curtis on his Suzuki defeated Maico-mounted Gene Maples for the Intermediate class win while John Holton finished third. The Novice class went to Rickman-powered Paul Shoen over CZ rider Chris Reed and Husky-mounted Monty Allison.

In the Four-Stroke class, AHRMA road racer Craig Skinner made his motocross debut aboard a BSA B50MX, settling for second behind the Triumph of John Scott. Les Johnson was third, riding a Ducati.

**Results**

EX: 1. Kevin Krugh (Hus); 2. David Boydstun (Bul); 3. Rick Hinchliff (Yam).

INT: 1. Darren Curtis (Suz); 2. Gene Maples (Mai); 3. John Holton (Yam).

NOV: 1. Paul Shoen (Ric); 2. Chris Reed (CZ); 3. Monty Allison (Hus).

4-STRK: 1. John Scott (Tri); 2. Craig Skinner (BSA); 3. Les Johnson (Duc).

## Durelle, Wilhelmy hot on Centerville ice

### By Tim McBride

CENTERVILLE, MN, JAN. 23

Camel Pro dirt track veteran Davey Durelle, piloted his Donahue Harley-Davidson-sponsored Wood Rotax to victory in the Open Pro class main event as the Waterworks Beach Club hosted the Dirt Track Riders Association's third ice race of the season on Centerville Lake.

Durelle immediately jumped into the lead at the start of the Open Pro main and was followed down the back straight by Jerry Wilhelmy, Dan Zitur, Bucky Lorentz, Randy Triplett, wild card entry Travis Johnson, Mike Tehro and Eric Brouhard. By lap three, Durelle and Wilhelmy pulled away from the field as Triplett slipped by Lorentz and Zitur for third. As the race reached the halfway mark, Tehro and Brouhard moved Lorentz down into seventh place but were still well behind the front-runners. On lap six, Brouhard pulled off with a mechanical gremlin. Meanwhile, Durelle stretched his lead over Wilhelmy, and with three laps to go took a look back to check on the competition.

"I saw Davey look over his shoulder," Wilhelmy said. "I think he was toying with me."

"I was just making sure," Durelle said.

Durelle continued on to the checkered flag just ahead of Wilhelmy. In the closing laps Zitur began pressuring Triplett for third, but had to settle for a respectable fourth place finish in front of a hard-charging Tehro.

Wilhelmy, who is Durelle's long-time engine builder and tuner, scored a come-from-behind victory in the 30+ final to top off a perfect afternoon.

**Results**

OPEN PRO: 1. Davey Durelle (W-R); 2. Jerry Wilhelmy (W-R); 3. Randy Triplett (W-R); 4. Dan Zitur (Hon); 5. Mike Tehro (KTM).

30+: 1. Jerry Wilhelmy (W-R); 2. Randy Triplett (W-R); 3. Joe Tromberg (Yam); 4. John Larson (Hon); 5. Mike Tehro (KTM).

OPEN B: 1. Joe Tromberg (Yam); 2. Dave Jendro (KTM); 3. Jeff Hilbrandt (KTM); 4. John Larson (Hon) 5. Jay Tromberg (Yam).

250 B: 1. Darrin Chelin (Hon); 2. Jerry Lindvall (Kaw); 3. Jason Larson (Yam); 4. Skip Cristenson (KTM); 5. Steve Schober (Yam).

NOV: 1. Russel Anthon (Hon); 2. Darren Lemmerman (Yam); 3. Tim Bottman (KTM); 4. Rodger Powers (Kaw); 5. Skip Cristenson (KTM).

MINI: 1. Matt Powers (Kaw); 2. Scott Jendro (Kaw); 3. Jacob Tromberg (Suz); 4. Adam Deal (Yam).

## Demaria dazzles 'em at Perris Motocross

### By Tony Alessi

PERRIS, CA, JAN. 30

Runner-up in the World Championship MX series, Yves Demaria turned the GFI Amateur Supercross at Perris Raceway into an international event by posting the overall Pro class victory over Tallon Vohland.

The Perris race course was transformed into a full-on supercross environment featuring double jumps, step-ups and numerous rocker sections.

Demaria holeshot the opening Pro race and led for two laps before turning over the lead to Vohland. Demaria tried to regain the lead a few laps later but bobbled and dropped back to fourth. Yann Guedard picked up the runner-up spot, but then got caught up in lapped traffic and made an unscheduled trip into the banners.

"The lapper forced me off the track, then the banners were stuck in my brakes" Guedard said.

Demaria made a quick pass on Frederick Vialle for second where he remained to the finish behind moto-winner Vohland.

The second moto saw Vohland nail the holeshot, but this time Demaria seemed to have the edge and passed Vohland by the start of the third lap. From that point on, Demaria held his lines and lap by lap began to inch away from Vohland for the moto and overall win. Vialle was once again thrilling for third, while Guedard, Greg Riault and Chris Daubitz rounded out the top six.

Gabe Bolivar made a brilliant return to racing after an eight-week layoff, racking up an impressive four-moto sweep of both the 125 and 250cc Intermediate classes.

"After I broke my hand, three weeks later I broke my toe," Bolivar said. "This is my first race back and my endurance is really bad."

Bolivar topped Jason Fields and Dean Van Riper in the 125cc class, and Steve Cox and Alex Zapata in the 250s.

Cindy Cole continued her dominance of the 125cc Novice class and handly won both motos. Cole, however, was out-classed by the "one arm bandit", Todd Decoto, who was the only Novice rider of the day to double the 70-foot jump near the spectator area.

**Results**

50 F/T: 1. Cole Seely (Yam); 2. Matt Rose (Yam).

50 BEG: 1. Dennis Howell (Yam); 2. Jim Wood (Yam); 3. Javier Gonzalez (Yam).

50 STK NOV: 1. Carlos Gonzalez (Yam).

50 STK EX: 1. Daniel Taft (KTM).

50 S/STK NOV: 1. Nathan Pamintuan (Yam); 2. James Baker (Yam); 3. Jeff Alessi (Yam).

50 S/STK EX: 1. Daniel Taft (KTM); 2. Mike Alessi (Yam).

50 MOD NOV: 1. Jeff Alessi (Yam); 2. James Baker (Yam).

50 MOD EX: 1. Cale Wallace (Yam); 2. Daniel Taft (Yam); 3. Mike Alessi (Yam).

60 BEG: 1. Daniel Taft (Kaw); 2. Carlos Gonzalez (Kaw); 3. Mike Alessi (Kaw); 4. James Baker (Kaw).

60 NOV: 1. Cale Wallace (Kaw).

60 EX: 1. Ross Garcia (Kaw).

80 F/T: 1. Cody Randall (Yam).

80 BEG: 1. Brad Langston (Yam); 2. Jack Dupire III (Yam).

**Yves Demaria (2) caught and passed Tallon Vohland (6) at the Perris Raceway MX.**

80 NOV: 1. Sean Hamblin (Yam).

125 BEG: 1. John Inglis (Yam); 2. Jamie Pamintuan (Suz); 3. Ryan Orr (Kaw); 4. Warren Stimpson (Suz); 5. Chad Mattern (Suz).

125 NOV: 1. Cynthia Cole (Kaw); 2. Leu Roger (Yam); 3. Eric Anderson (Suz); 4. Kevin Esnault (Yam); 5. Jason Padilla (Suz).

125 INT: 1. Gabe Bolivar (Yam); 2. Jason Fields (Hon); 3. Dean Van Riper (Kaw); 4. Andy Harrington (Kaw).

125 PRO: 1. Frederick Gialle (Kaw); 2. Chris Daubitz (Kaw).

250 BEG: 1. Steve Skirvin (Kaw); 2. Steve Berg (Yam); 3. Danny Canada (Hon).

250 NOV: 1. Bret Milan (Yam).

250 INT: 1. Gabe Bolivar (Yam); 2. Steve Cox (Hon); 3. Alex Zapata (Yam); 4. Eddie Staab (Suz).

250 PRO: 1. Yves Demaria (Hon); 2. Tallon Vohland (Hon); 3. Yann Guedard (Kaw).

500 INT: 1. Ed Redman (Hon).

500 PRO: 1. Frederick Vialle (Kaw); 2. Chris Daubitz (Kaw).

25+ AM: 1. Tony Alessi (Yam); 2. Terry Macrae (Suz).

30+ AM: 1. Andrew Smith (Suz); 2. Terry Macrae (Suz); 3. David Holland (Yam).

35+ AM: 1. Gary Buecker (Hon); 2. Remy Pamintuan (Suz).

## Manning grabs Club Motosport Motocross win

### By Steve Bohn

CLEWISTON, FL, JAN. 9

Chris Manning out-battled three other contenders to score the overall win in the 125cc B class at the opening round of the 1994 SFMX Championship Series at Club Motosport MX Park.

The 125cc B class was one of the most competitive classes of the day, as four riders were capable of winning. The Jupiter Cycles Suzuki-mounted Manning definitely had the edge, riding flawlessly to the victory in both motos. Manning never had a moment to rest though, as the three riders waging war behind him were always within striking distance. Steve Hyatt, Jason Brown and Ronnie Webb were doing the honors, keeping Manning on his toes and the crowd on their feet. The three riders kept passing each other - diving to the inside, railing by on the outside, banging bars and bodies - in general, giving the fans a good old-fashioned, knock-down, drag-out motocross race. But all that counts is the final results sheet. Manning posted wins across the board, taking the overall victory. Steve Hyatt, with 2-3 moto scores took second. Jason Brown's 4-2 was good enough for third, and Ronnie Webb's 3-4 gave him fourth overall.

In the 16-24 age division, Webb came back from poor starts to battle YZ250-mounted Dan Nichols. Nichols pulled the holeshot and led both motos briefly, but Webb went on to take both motos and the overall win.

**Results**

P/W (4-6): 1. Davi Milsaps (Yam).

P/W (7-9): 1. Andy Barrett (Yam); 2. Briana Milsaps (Yam); 3. Joey Higgins (KTM); 4. Jamie Harker (Yam).

P/W MOD: 1. John Miller (Hon).

60 (5-8): 1. Dan Truman (Kaw); 2. Jason Bennett (Kaw); 3. Bryan Johnson (Kaw); 4. Drew Kain (Kaw); 5. Davi Milsaps (Kaw).

60 (9-11): 1. Rich Clouser (Kaw); 2. Travis Britt (Kaw).

80 BEG: 1. Dan Truman (Kaw); 2. Brandon Hammil (Kaw); 3. Derrick Kain (Suz).

80 (7-11): 1. Chad Sanden (Suz); 2. Ray Loggins (Hon); 3. Dustin Thompson (Yam); 4. Tom Bragg Jr. (Yam); 5. Jason Carman (Kaw).

80 (12-15): 1. Dennis Kelly (Yam); 2. Ronnie Wilkes (Kaw); 3. Scott Moore (Kaw).

S/MINI: 1. Dennis Kelly (Yam); 2. Scott Moore (Kaw); 3. Ronnie Wilkes (Kaw); 4. Ray Loggins (Hon); 5. Chad Sanden (Suz).

125 BEG: 1. Shawn Elsing (Suz); 2. Eric Billitier (Hon); 3. Shawn Singer (Suz).

125 B: 1. Chris Manning (Suz); 2. Steve Hyatt (Yam); 3. Jason Brown (Yam); 4. Ronnie Webb (Hon); 5. Kevin Herrick (Suz).

125 C: 1. Dan Newberry (Hon); 2. Ed Higgins (Kaw); 3. Robert Joens (Suz); 4. Jim Preutte (Kaw); 5. Steve Britt (Suz).

WMN: 1. Colleen Milsaps (Yam); 2. Tammy Higgins (Kaw); 3. Lisa Cole (Suz);4. Briana Milsaps (Kaw); 5. Caroline Reeve (Hon).

12-15: 1. Dan Newberry (Hon); 2. Curt Sanden (Suz); 3. Steve Britt (Suz); 4. Chris Sauk (Yam).

16-24: 1. Ronnie Webb (Hon); 2. Dan Nichols (Yam).

25+: 1. Scott Wood (Kaw); 2. Mike Delano (Hon).

30+: 1. Scott Wood (Kaw); 2. Al Gardner (Hon); 3. Pat Nicolini (Suz); 4. John Cole (Suz); 5. John Flynn (Suz).

35+: 1. John Logsdon (Yam); 2. Brent Windland (Hon); 3. Greg Bobka (Hon); 4. Tom Bragg (Yam); 5. Randy Lambert (Hon).

40+: 1. Tom Bragg (Yam); 2. John Logsdon (Yam); 3. Al Gardner (Hon); 4. Steve Reeves (Hon); 5. Brian Singer (Hon).

250/500 BEG: 1. Alex VanDyken (Suz); 2. David Wojtusik (Yam); 3. David Milsaps (Yam); 4. John Flynn (Suz); 5. John Broski (Kaw).

250/500 B: 1. Timmy Baker (Hon); 2. Mike Barrett (Kaw); 3. Greg Bobka (Hon).

250/500 C: 1. Ed Fleck (Hon); 2. Tom Bragg (Hon); 3. Ed Higgins (Kaw); 4. Dan Nichols (Yam); 5. Brian Bohannon (Kaw).

OPEN: 1. Timmy Baker (Hon); 2. Ronnie Webb (Yam); 3. Jason Brown (Yam).

## Serrano makes comeback at Mountain View Motocross

### By Frank Wiersma

TUCSON, AZ, JAN. 23

Carlos Serrano, a Tucson-based rider who dominated local races in the late '70s and early '80s, returned to motocross after a long layoff to bag the Vet Pro class victory at Mountain View Off-Road Raceway.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Chuck Springsteen (35) scored the Pro class win at the Flint ice short track.

Serrano showed more skill than stamina, but held on for all 10 laps to win both motos of his class. Riding simultaneously with the younger pros and 125cc Intermediates, Serrano did not go without challenge. Justin McMurrich, a 20-year-old pro, passed Serrano on the fourth lap of the first moto, but crashed off a plateau jump and lost too much time to stay in contention. In moto two, McMurrich came from fourth position to take the lead on lap seven and held it to the finish.

Perhaps the rider to watch was 16-year-old Ryan Clark, who competed with the 125cc Intermediates. Despite a split start that gave the pros a full 12-second lead, and with Clark starting in fourth position among the amateurs, he moved up steadily and overcame all riders with over a lap to go, finishing in the lead. In the second moto, Clark led all amateurs from the start and passed all pros except McMurrich.

Adam Bode won both motos in the 250cc Beginner class while the rest of the group mixed it up. Thomas Stuckey passed Bode for the lead after the first lap in moto one, held it almost to the finish, but then lost it to Bode and came in second. Stuckey started strong in moto two, but went down on lap four to finish last in the moto and was fourth overall. Carl Shelton, who rode a steady race in moto one and finished fourth, repeated his steady ride in the second moto, after a better start, to take second overall. Third overall went to Lane Mondeau.

**Results**

50 BEG: 1. Chris Renner (Yam); 2. Tommy Shinn (Yam); 3. Estevan Moreno (Yam); 4. Richard Mullins (Yam); 5. Nathan Wagner (Yam).

50 NOV: 1. Ranel Cox (Yam); 2. Sean Shelton (Yam); 3. Chris Mayo (Yam); 4. Michael Beaver (Yam).

60 (0-8): 1. Brandon Capone (Kaw); 2. Sean Shelton (Kaw); 3. Joshua Torres (Hon) 4. Chris Mayo (Kaw); 5. David Levitt (Kaw).

60 (9-11): 1. Ryan Wilson (Hon); 2. Andrew Moreno (Kaw); 3. Nic Shaffer (Kaw); 4. Bryan Aldrich (Suz); 5. Talen Harmon (Kaw).

80 BEG: 1. Matt Stephens (Suz); 2. Brandon Gilman (Suz); 3. Paul Burger Jr.(Kaw); 4. Chris Shaffer (Hon); 5. Eric Brown (Kaw).

80 NOV: 1. Klint LaPlante (Suz); 2. Michael Sullivan (Suz); 3. Taylor Vanderpool (Suz); 4. Michael Storing (Yam); 5. Matt Earls (Yam).

125 BEG: 1. Jason Smith (Hon); 2. Thomas Stuckey (Hon); 3. Jason Vanderpool (Suz); 4. Shawn Dunn (Yam); 5. Shane Anderson (Hon).

125 NOV: 1. Darren Curtis (Suz); 2. Brandon Howard (Suz); 3. Casey Peck (Yam); 4. Greg Brydle (Yam); 5. Ben Earls (Yam).

125 INT: 1. Ryan Clark (Suz); 2. Jason Matthews (Suz); 3. Jim Wagner (Hon); 4. Michael Calhoun (Kaw); 5. Jeff Landis (Hon).

250 BEG: 1. Adam Bode (Kaw); 2. Carl Shelton (Kaw); 3. Lane Mondeau (Hon); 4. Thomas Stuckey (Yam); 5. Steve Somerville (Hon).

250 NOV: 1. Ken Howden (Suz); 2. David Dahlen (Yam); 3. Chuck Bisceglia (Hon); 4. Mark Lenz (Suz); 5. David Baca (Suz).

250 INT: 1. Jason Matthews (Suz); 2. Snell Johnson (Hon); 3. Carey Kent Jr. (Hon); 4. Tim Widener (Hon); 5. Mike Calhoun (Kaw).

OPEN BEG: 1. John Beaver (Hon); 2. Eric Nyysti (Kaw); 3. Ragnaar Soong (Hon); 4. Tom Shinn (Hon); 5. Marty Franz (Kaw).

OPEN NOV: 1. Chris Jordan (Hon); 2. John Luis (KTM); 3. Rocky Robling (Hon); 4. William Burns (Hon); 5. Chris Hemmes (Hon).

SR NOV: 1. Rich Hinchcliff (Kaw); 2. Ranel Cox (Kaw); 3. Rocky Robling (Hon); 4. Stacey Miller (Yam); 5. Terry Reed (Yam).

SR INT: 1. Michael Halpin (KTM); 2. Cass Morgan (Hon); 3. John Janssen (Hon).

VET PRO: 1. Carlos Serrano (Yam); 2. Jonnie Deremo (Hon); 3. Paul Burger (Yam).

PRO: 1. Danny Bonham (Yam); 2. Justin McMurrich (Hon).

80 TRPHYLSS: 1. Kevin Lusk (Suz); 2. Randy Alt (Hon); 3. Zach Myers; 4. Casey McNiece (Yam); 5. Don Shinn (Yam).

BIG BK TRPHYLSS: 1. Oscar Martinez (Hon); 2. Corey Pankow (Yam); 3. Dustin Shaub (Kaw); 4. Brad Dorsey (Hon); 5. Kevin Laycock (Kaw).

## It's Larson twice on Elk Lake ice

### By Tim McBride

ZIMMERMAN, MN, JAN. 16

Larson's Cycles-sponsored John Larson doubled his rewards by scoring wins in the Open B and the 30+ classes as the Ridgewood Bay Resort hosted the Dirt Track Riders Association's second ice race of the season on Elk Lake.

Dave Jendro's heat race win put him on the pole for the Open B main event, and he was at the helm as the pack stormed into the first turn at the start. Larson, Nathan Slater, Rick Heller, Mark Deal and Randy Triplett gave chase. On the next lap, Triplett crashed out of contention while Jendro and Larson were locked in a fierce battle that carried them well ahead of the rest of the field.

Larson continued to hound Jendro for the next three laps, until he performed a classic outbraking maneuver to take the lead at the end of the long front straight on the scrambles-style race track. Larson then sped to the checkers for the win with Jendro, Slater, 250cc B class winner Darrin Chelin, and Heller rounding out the top five.

Jendro sat on the pole of the 30+ main, again by virtue of his heat-race win. Larson got the drop at the start of the final, leading Jendro, Chelin, Triplett, Eric Brouhard and the rest of the pack down the front straight. Triplett, however, was the man on the move as he passed Chelin on lap three and set after the leaders. It took a couple more circuits for Triplett to reel in and pass Jendro in the chicane. With three laps remaining, Triplett closed the gap on race leader Larson, but this was going to be Larson's day and he crossed the finish line first. Triplett finished a close second ahead of Jendro, with Chelin finishing a strong fourth place.

"Dave (Jendro) helped me with my tire setup during the week," Larson said. "I guess I owe him a beer!"

**Results**

30+: 1. John Larson (Hon); 2. Randy Triplett (W-R); 3. Dave Jendro (KTM); 4. Mike Larson (Hon); 5. Mike Durham (KTM).

OPEN B: 1. John Larson (Hon); 2. Dave Jendro (KTM); Nathan Slater (Hon); 4. Mark Deal (Hon); 5. Darrin Chelin (Hon).

250 B: 1. Darrin Chelin (Hon); 2. Skip Christenson (KTM); 3. Darrin Lemmermon (Yam); 4. Steve Schober (Yam).

NOV: 1. Mike Larson (Hon); 2. Skip Christenson (KTM); 3. Gary Goeden (Suz); 4. Steve Schober (Yam); 5. Mike Durham (KTM).

## Curry, Noack hot at Dade City Motocross

### By Kyle Myers

DADE CITY, FL, JAN. 21

Jeff Curry and Craig Noack were the big winners on Dade City's supercross-style track at the Pasco County Fairgrounds as Curry captured the 250cc Pro win while Noack won the 125cc Pro class.

When the gate fell for the 250cc Pro main, Carl Vaillancourt led the pack into the first turn with Curry, Vince DeVane, Mike Treadwell and Keith Johnson giving chase. Johnson moved by Treadwell as the field spread out. Vaillancourt's lead lasted for three laps until Curry swooped by in the whoop section. DeVane then flew by Vaillancourt on the back straightway. Curry, now out front, felt the pressure from behind and made a mistake, allowing DeVane and Vaillancourt to get by again. Curry quickly regained second from Vaillancourt and then found himself back in the number-one spot after a miscue by DeVane. Johnson was on the gas, passing Vaillancourt and DeVane to take over the second spot. Jean-Sebastian Roy also passed Vaillancourt around the halfway point of the moto. DeVane then crashed hard on a double while Roy and Vaillancourt jumped by. Tuf/Team Green/Renthal/Thor/Smith/ Shoei/Dunlop/ R.A. Designs/Throttle Jockey/DRI-backed Curry held on for the victory over Johnson, Roy, Vaillancourt and Steve Herman.

At the start of the 125cc main, DeVane shot into the early lead over Noack, Kenny Yoho, Vaillancourt and John Kitsch. DeVane and Noack quickly pulled away from the field to wage a private war until DeVane crashed. Noack, now in the lead, had a huge advantage over the battle for second among Yoho, Vaillancourt and Kitsch, who followed each other around the course until Kitsch flew by Vaillancourt and Yoho to take second. Vaillancourt then bobbled, letting Treadwell and Herman by. Yoho and Herman would both fall a few laps later, allowing Vaillancourt and Roy into the top five. Treadwell appeared to have third in the bag until a nasty endo on a double ended his night. This moved Curry, who had suffered from a bad start, into fifth place. Vaillancourt slid out in a turn, letting Roy and Curry motor by. Then Curry blitzed Roy in the whoops to move into third position. The American Suzuki/Scott/Pro-Circuit/Bridestone/Renthal/ R.E.P./ Northeastern Illinois Racing/Tecnosel-backed Noack took the surprising win over Kitsch, Curry, Roy and DeVane, who passed Vaillancourt on the last lap to grab fifth.

**Results**

125 PRO: 1. Craig Noack (Suz); 2. John Kitsch (Kaw); 3. Jeff Curry (Kaw); 4. Jean-Sebastian Roy (Suz); 5. Vince DeVane (Suz).

250 PRO: 1. Jeff Curry (Kaw); 2. Keith Johnson (Yam); 3. Jean-Sebastian Roy (Suz); 4. Carl Vaillancourt (Suz); 5. Steve Herman (Suz).

P/W: 1. Jason Wood (Yam); 2. Kyle Orr (Yam); 3. Matt Lee (Yam); 4. Phillip Hewett (Yam); 5. C.R. Stanton (Yam).

60: 1. Jeremy McDow (Kaw); 2. Jason Wood (Kaw); 3. Ian Hewett (Kaw); 4. Chris Kasavage (Kaw); 5. Jeff Moore (Kaw).

80: 1. John Bowman (Yam); 2. Tyson Hadsell (Suz); 3. Aaron Penkins (Suz); 4. Brandon Smith (Yam); 5. Tom Parsons (Suz).

125 BEG: 1. Seth Englow (Kaw); 2. Kevin Cagle (Hon); 3. Ken Dimon (Yam); 4. Mike Boudreau (Hon); 5. Shawn Renslow (Suz).

125 AM B/C: 1. Ryan Voase (Suz); 2. Ronnie Renner (Yam); 3. Dominic Labrecque (Hon); 4. Troy Pfost (Suz); 5. Bruce Leote (Kaw).

250 AM B/C: 1. Jason Baron (Suz); 2. Scott Barth (Hon); 3. Jared Cole (Hon); 4. Tim Brief (Yam); 5. Mike Sidwell (Hon).

SR: 1. Wes Shallow (Yam); 2. Scott Barth (Hon); 3. Dave Bowman (Yam); 4. Barry Mayo (Suz); 5. Robert Hoskinson (Kaw).

## Springsteen slick at Flint Ice ST

### By Grace DiBenedetto
### Photo by Gordon DeVries

FLINT, MI, JAN. 29

The second indoor ST of the season at the I.M.A. Stadium marked the second time Chuck Springsteen captured the gold, as he took top honors in the Pro main event.

The road to the checkered flag was not a smooth one - plenty of bumping and shoving took place along the way. It took four restarts to finish the final. Mark Wyskiel came off the outside of the front row, went wide, and fell down in turn one, bringing out the first red flag. Before another lap could be completed, Eric O'Boyle slammed the boards and joined Wyskiel on the back row. On the second restart, Craig Pickett and Bryan Villella collided, leaving only Jack Mayer on row two and a crowded penalty line behind him. Restart three would be Villella's and O'Boyle's swan song as the two crashed on the front straight on lap two. According to the rules of the game, two times down and your're out, so the two headed for the pits with John Zwerican waving goodbye to them. With a less crowded field, congestion was at a minimum, and Chuck Springsteen led the riders around the hockey arena from start to finish to pick up his second win of the 1994 indoor ice racing season.

In the legends race, Bart Markel, Jay Springsteen, Corky Keener and Randy Goss went at it in what could only be described as a free-for-all. The legends took turns at the head of the class with Goss getting the referee's call as he and Jay Springsteen paralleled each other at the finish line.

**Results**

50: 1. Grant Moreland; 2. Steve Murray; 3. Bill Stevens; 4. Jim Hewson; 5. Doug Lawrence.

65: 1. Andy Springsteen; 2. Bryan Smith; 3. R.J. Bailey; 4. Robby Wheeler; 5. David Julian.

LEGENDS: 1. Randy Goss; 2. Jay Springsteen; 3. Bart Markel; 4. Corky Keener.

PRO: 1. Chuck Springsteen; 2. Brian Hardin; 3. Doug O'Boyle; 4. Jack Mayer; 5. Craig Pickett.

SPRINGSTEEN CHALLENGE: 1. Ken Springsteen; 2. Jay Springsteen; 3. Chuck Springsteen.

## Riese rips at Alaska Ice Race

### By Ladd Folster

BIG LAKE, AK, JAN. 23

Kraig Riese, the current points leader in the Aurora Ice Racing Inc. Championship Series, rode his Anchorage Drag Bike/Anchorage Yamaha-sponsored Yamaha to victory in all three motos of the Pro class on the 3/8 mile oval at Big Lake by the Klondike Inn.

Mild temperatures made conditions ideal for the competitors, but track conditions marginal due to rough ice. Riese led the pack out of turn two in moto three and never looked back. In second place was Honda-mounted Jack Vigneau, who tried to catch Riese but could not hold the gap, as Riese pulled away slowly during the 10-lap event.

The best racing in moto three was for third place. Oliver Unruh diced with Tim McKittrick for five laps until Unruh began to pull away on his Yamaha. Following this battle, brothers Kent and Mark Eslinger exchanged positions until Kent pulled to a slight edge over Mark at the flag.

In the Frame class, Riese again led the way with wins in all three motos, riding his Knight-framed Yamaha to victory. In moto three, Dave Cook, Todd Flowers and Kerry Kiser switched positions until Flowers missed a shift in turn four, with only three laps remaining, and finished fourth behind Cook and Kizer.

**Results**

PRO: 1. Kraig Riese (Yam); 2. Jack Vigneau (Hon); 3. Oliver Unruh (Yam); 4. Tim McKittrick (Hon); 5. Kent Eslinger (Hon).

FRAME : 1. Kraig Riese (Yam); 2. Dave Cook; 3. Todd Flowers (Yam); 4. Kerry Kiser (Hon).

AM: 1. Larry Schachle; 2. Robert Dees; 3. Lance Fitzpatrick.

## Dell delivers at LACR MX

### By Greg Robertson

PALMDALE, CA, JAN. 23

Jim Dell came back from a troublesome first moto to dominate the second moto and earn the Vet Beginner class overall win during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Peter Terracciano, John Rogers, Joe Popp and Dell were all fighting for the top spot as the first moto got underway. Dell was the first rider to make a move, only it was backwards; he dropped to the back of the pack when his front end washed out. Within a lap, Dell had shot back up through the field and back into fourth place. Popp was pushed back to fourth when Dell motored around him in a turn. Dell quickly got around Rogers for second, then out-jumped Terracciano for the lead on the same lap.

Dell immediately pulled out a five-second lead over Rogers, who had moved past Terracciano into second. Popp started hounding Terracciano for third place and it was handed to him when Terracciano went down in the whoops. Dell appeared to have the moto win in the bag until the next-to-last lap when he lost the front end again. Rogers led the final circuit of the track to take the win a couple of seconds ahead of Popp. Dell recovered to salvage third in front of Elmer Silfies and Larry Williams.

Dell nailed the second-moto holeshot aboard his 89 CR500. Mike Roth held down second for a few turns until Terracciano and Williams shot past. Silfies came from mid-pack to overtake Williams for third in a whoop section. By the halfway point, Dell had a two-turn advantage over Silfies and Popp, who had both worked past Terracciano. Dell's lead increased with each lap, and he took the win with 10 seconds to spare.

"I had to talk to myself a whole bunch, I had to keep my head on and stay upright," Dell said. "The track was very chopped up, I was slipping around a lot coming out of the corners, but I had fun."

Popp spent the second half of the moto waiting for Silfies to make a mistake that never happened, finishing third, which gave him second overall. Silfies's 4-2 finishes edged out Rogers 1-5 score for third overall. CN

**Results**

P/W B-2: 1. Tim McDaniel (Yam); 2. Charles Messer (Yam); 3. J.J. Noone (Ilj).

P/W A: 1. Anthony Barbacovi (Yam).

60 BEG: 1. Kit Kunath (Kaw); 2. Terminator Garcia (Hon); 3. Anthony Barbacovi (Kaw).

60 (9-11): 1. Blake Mitchell (Kaw); 2. Gerard Patin (Kaw).

80 BEG: 1. Jeff Peavler (Yam); 2. J.J. Bonanno (Yam); 3. Shane Smith (Suz); 4. Brent Lancaster (Kaw); 5. Justin Weber (Kaw).

80 (7-11): 1. Donnie Durrer (Yam); 2. Kevin Jennings (Kaw); 3. Miles Buck (Kaw).

80 (12-13): 1. Tyson Taylor (Yam); 2. Shaun Mitchell (Kaw); 3. Travis Smith (Yam); 4. Cliff Jennings (Kaw).

80 (14-16): 1. Ryan Orr (Yam); 2. Chris Thompson (Suz).

125 BEG: 1. Mike Rowland (Kaw); 2. Kris Lavoie (Suz); 3. Tyler Buck (Suz); 4. Dustin Courtney (Hon); 5. Jason Hoffman (Kaw).

125 NOV: 1. Adrian Leon (Suz); 2. Kevin Tarwater (Kaw).

125 INT: 1. David Hughes (Kaw).

250 BEG: 1. John Huffman (Hon); 2. Donald Fetters (Hon); 3. Gary Beaird (Kaw); 4. John Rodgers (Hon); 5. Rich Rungaitis (Suz).

250 NOV: 1. Brett Fox (Hon); 2. Paul Barnes (Hon); 3. Donny McLean (Kaw).

250 INT: 1. Robbie Dunham (Yam).

250 PRO: 1. Tracy Asher (Suz).

500 BEG: 1. Ress Benson (Hon).

JR VET BEG: 1. Lee Saul (Cag); 2. Eddie Buteaux (Suz); 3. John Erickson (Hon); 4. Chris Williams (Hon); 5. Fernando Berroteran (Hon).

JR VET NOV: 1. Donny McLean (Kaw); 2. John Jefferies (Hon); 3. John Stich (Kaw).

JR VET INT: 1. David Antillion (Yam); 2. Daniel Cleveland (Yam).

VET BEG: 1. Jim Dell (Hon); 2. Joe Popp (Hon); 3. Elmer Silfies (Yam); 4. John Rodgers (Hon); 5. Larry Williams (Hon).

VET NOV: 1. James Coppedge (Yam); 2. Bud Lewis (Yam); 3. John Pindard (Hon); 4. Tim Mitchell (Kaw); 5. John Stich (Kaw).

VET INT: 1. Leo Saul (Cag); 2. Mike Edmonds (Hon); 3. Steve Schrobsdorf (Yam).

VET EX: 1. Mark Horton (Yam); 2. Russell Reilly (Hon).

SR EX: 1. Bob Dunham (Yam).

OT NOV: 1. Neal Clark.

OT AM: 1. Ron Clawson; 2. Sam English (Yam); 3. Jim Hollon (Hon); 4. Bob Lucas; 5. Fred Kalmick (Kaw).

OT EX: 1. Randy Wessels (Hon); 2. Jose Rodriguez (Yam); 3. Hal Grady (Hon); 4. Keith Phillips (Kaw); 5. Ken Beach (Hon).

OT MSTR: 1. David Rodgers (Hon); 2. Gary Willison (Kaw); 3. Jim Draves (Hon).

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## CHAMPIONSHIP EVENTS

### World Championship Road Race Series
3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington, England, Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Rio de Janeiro, Brazil, Rnd 13
10/2 Buenos Aires, Arg., Rnd 14
10/16 Catalunya, Spain, Rnd 15

### World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/22 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Johor, Malaysia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/9 Jerez, Spain, Rnd 11
10/30 Sentul, Indonesia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

### World C'ship 125cc MX Series
3/27 TBA, Italy, Rnd 1
4/10 Chaulieu, France, Rnd 2
4/24 Guaruja, Brazil, Rnd 3
5/1 Cosquin, Argentina, Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

### World C'ship 250cc MX Series
3/20 Jerez, Spain, Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
4/24 TBA, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

### World C'ship 500cc MX Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 TBA,Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg, Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

### World Championship Supercross Series
10/15 Atlanta, GA, U.S., Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

### Motocross des Nations
9/11 Roggenburg, Switzerland

### AMA Grand Nat'l C'ship Series
3/12 Daytona, FL, Rnd 1
4/23 Sacramento, CA, Rnd 2
4/30 San Jose, CA, Rnd 3
5/7 *Bakersfield, CA, Rnd 4
5/14 Pomona, CA, Rnd 5
5/29 DuQuoin, IL, Rnd 6
6/4 Mineralwells, WV, Rnd 7
6/18 Dallas, TX, Rnd 8
6/25 Lima, OH, Rnd 9
7/2 *Mechanicsburg, PA, Rnd 10
7/9 Lake Odessa, MI, Rnd 11
7/16 Hagerstown, MD, Rnd 12
7/23 *Sedalia, MO, Rnd 13
7/30 Oklahoma City, OK, Rnd 14
8/7 Peoria, IL, Rnd 15
8/10 Rapid City, SD, Rnd 16
8/13 Denver, CO, Rnd 17
8/20 Indianapolis, IN, Rnd 18
8/28 Tulsa, OK, Rnd 19
9/4 Springfield, IL, Rnd 20
9/10 Castle Rock, WA, Rnd 21
9/17 Sacramento, CA , Rnd 22
10/1 *Bakersfield, CA, Rnd 23
10/8 Pomona, CA, Rnd 24
10/16 *Del Mar, CA, Rnd 25
*Tentative
Info 614/891-2425

### AMA Camel Supercross Series
2/12 Tampa, FL, Rnd 5
2/26 Atlanta, GA, Rnd 6
3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

### AMA 125/250cc Nat'l Championship MX Series
3/6 Gainesville, FL, Rnd 1
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

### AMA U.S. Superbike Championship Series
3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

### AMA/CCS C'ship Cup Series
**Florida Region**
2/19-20 Palm Beach Gardens, FL
3/3-6 Daytona Beach, FL
3/19-20 Palm Beach Gardens, FL
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

**Southeast Region**
3/3-6 Daytona Beach, FL
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

**Mid-Atlantic Region**
4/9-10 Bloomingdale, GA
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

**Mid-West Region**
4/2-3 Topeka, KS
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

**Great Lakes Region**
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

**Great Plains Region**
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

**South West Region**
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

**Utah Region**
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

**North East Region**
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

### AMA National C'ship Enduro Series
2/13 Lake Pleasant, AZ, Rnd 1
2/20 Coalinga, CA, Rnd 2
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

### AMA Nat'l Championship Reliability Enduro Series
3/19-20 Ozark Nat'l Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info 614/891-2425

### AMA National Championship Hare Scrambles Series
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

### AMA National Championship Hare & Hound Series
2/27 Lucerne Valley, CA, Rnd 2
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

### AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

### SCORE Desert C'ship Series
2/25-27 San Felipe, B.C., Mex., Rnd 2
6/3-5 Baja Calif. Mex., Rnd 3
11/10-13 Baja Calif., Mex., Rnd 4


2nd ANNUAL GLEN HELEN GP

12 MILE COURSE!

Barnett Clutches

THE GLEN HELEN GRAND PRIX
MARCH 26 & 27, 1994
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15% TROPHIES TO ALL ENTRIES

| SATURDAY MARCH 26 TH | | SUNDAY MARCH 27TH | |
|---|---|---|---|
| 9:00 a.m. | UNCLASSIFIED | 8:00 a.m. | VINT/CLASSIC/SIDECAR |
| 10:45 a.m. | SR.'S/MAGNUM/SUP. SR.\WOMEN | 9:00 a.m. | 4 STROKE/DUAL SPORT |
| 12:30 p.m. | VETS | 10:30 a.m. | OPEN |
| 2:15 p.m. | 0-175/MINI | 12:15 p.m. | QUADS |
| 3:30 p.m. | KIDS* / PEE WEE RACE | 2:00 p.m. | 250 c.c. |
| 7:00 p.m. | NIGHT RACE | | FREE CAMPING! |

ENTRY FEES:
$25.00 Pre-Entry, $35.00 Post Entry, $10.00 Kids. Starting Position Determined by Postmark.
AMA Membership Required, AMA Membership may be purchased for $29.00 at the Event Site.
Quads Welcome, (NO 3-WHEELERS, NO QUAD RIDERS UNDER 16 YRS. OF AGE)

PRE-ENTRY OPENS FEB. 7, 1994 --- CLOSES MARCH 14, 1994

For Grand Prix Entry Blanks Call: Mike Parrott (714) 990-0193

G.P. Entry Blanks also available at Glen Helen OHV Park & Malcolm Smith Motorsports

GATE FEE: ADULTS $10.00 * UNDER 13 yrs. FREE
FRIDAY: Gates Open 4:00 p.m.-10:00 p.m. * SAT. & SUN. Gates Open 6:00 a.m.
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Display & Vendor Info Call:
Gene Romero (714) 529-6054

Glen Helen OHV Park Call:
Joel Smith (909) 880-3090



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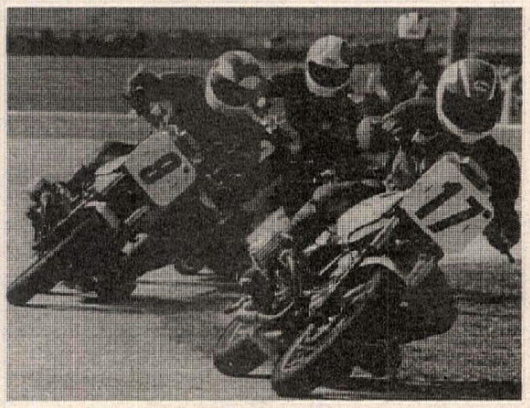
BMW Battle of the Legends March 7—Daytona Speedway



*Meet John Surtees, the only man to win world titles on two and four wheels. Thrill to the sight of Jay Springsteen, Gary Nixon and David Aldana as they battle on identical BMW R1100RSs. Also a full day of vintage and Sound of Singles/Battle of Twins.*

AMA

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OPEN PRACTICE TUESDAYS
9:00 a.m. - 2 p.m. & 4:00 p.m. - 10 p.m.
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CRC California Race Schedule

100% PRO PAYBACK

| | | |
|---|---|---|
| Sun., Feb. 13 | MX | L.A.C.R. |
| (CMC Event CRC Membership Honored) | | |
| Sun., Feb. 20 | MX | Glen Helen |
| Sun., Feb. 27 | GP Magic Mtn. | L.A.C.R. |
| Sun., Mar. 6 | MX | Sunrise |
| Sun., Mar. 13 | MX | L.A.C.R. |

CRC Info (805) 272-8889

# DAYTONA Bike Week '94 MARCH 4-6

BEGINS WITH THE

M·R·E Murdoch Racing Enterprises

AMA PROSTAR MOTORCYCLE Drag Racing

M·R·E Sunshine Nationals

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FEATURING TOP FUEL HARLEY

CONNER FURR LOFTAIN MCCLURE
MOROCCO BRANCACCIO SPINA STANLEY

**Plus Funnybike, Pro Mod**

and over 500 Racers from around the Glob

**RACE SCHEDULE**

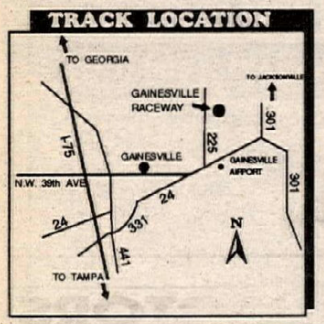
Friday, February 4th — Pro Qualifying 11am, 3pm
Saturday, February 5th — Pro Qualifying 11am, 4pm
Sunday, February 6th — Eliminations 11am - 6pm

ET BRACKET OVER $3000 PAID TO STREET BIKES

☆ Manufacturer's Midway
☆ Paved Motorcycle Parking
☆ 1/4 mile of seating

Camping allowed on track property, outside pit gate beginning Friday Night.

**TRACK LOCATION**




**GENERAL ADMISSION**
(all prices per day)
$15
$12 - AMA Members on bikes
$10 - Groups of ten or more bikes

HOTEL CABOT LODGE
(904) 375-2400
$51.00 Double
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Remember: The throttle works *both* ways!



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New High Bank Dirt Oval
New Peewee Track Now Open
*Come Practice and Race at California's Newest track*
*Both tracks watered and prepped by Karl Scanlan*
Open Practice February 12, 13, 23, 26, 27
Practice times 8:00 to 4:00
Practice fee $10.00 for More Info Call 909-698-4800



GLEN HELEN
EVENT CALENDAR

| | |
|---|---|
| Sun., Feb. 13 | Double Cross GP |
| Sun., Feb. 20 | CRC MX |
| Mon., Feb. 21 | Presidents' Day MX Practice |
| Sun., Feb. 27 | SRA GP |
| Sun., Mar. 6 | Open MX Practice |
| Sun., Mar. 6 | AMA Speedway Spring Classic |
| Sat., Mar. 12&13 | Sand Drags |

WHAT'S HAPPENING
2nd Annual Glen Helen
Prairie Dog Grand Prix
New course added this year including new asphault, fire road, and sand wash section. Over 12 mile long course! Also the Glen Helen Grand Prix will feature the first ever NIGHT RACE.
No MX practice on Sand Drag weekends.
No Motocross Practice On GP Track January 19

PRACTICE INFO:

| | |
|---|---|
| Thurs. | Open MX Practice Two Tracks<br>8 a.m. to Dusk<br>GP Track Re-Prepped From 12pm-1pm |
| Sat. | Open MX Practice Two Tracks<br>GP Track - 8:00 a.m. to 12:00 p.m.<br>MX Track - 8:00 a.m. to 5:00 p.m. |
| Sun. | Open MX Practice<br>8:00 a.m. to 5:00 p.m. on MX Track |

Track Watered and Prepped for Open Practice
RACE HOTLINE: (909) 880-1733



WEEKLY.
Not Monthly.
CYCLE NEWS


# CALENDAR

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### Best in the Desert Silver State Series
3/11-13 Jean, NV, Rnd 2
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12-2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

### International Six Day Enduro
9/20-25 Tulsa, OK

### AMA/Prostar Drag Race Series
3/4-6 Gainesville, FL
4/8-10 Commerce, GA
4/29-5/1 Rockingham, NC
6/17-19 Richmond, VA
7/10 Budds Creek, MD
7/29-31 Indianapolis, IN
9/9-11 Atco, NJ
10/7-9 Bowling Green, KY
11/18-20 Gainesville, FL
Info 205/852-1101

### AMA Mid-South C'ship Winter Hare Scrambles Series
2/20 Hohenwald, TN, Rnd 4
3/6 Greenville, KY, Rnd 5
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

### AMA Nat'l Arenacross Series
2/11-13 Indianapolis, IN, Rnd 7
2/18-20 Cincinnati, OH, Rnd 8
2/25-27 Denver, CO, Rnd 9

### AMA Mega Series
3/13 Blountville, TN, Rnd 1
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

### AMA Wiseco/Yamaha/Dunlop Grand Nat'l Cross Country Series
3/8 Ocala, FL
3/13 Sumpter, SC
3/27 Hurricane Mills, TN
4/24 Brownsville, PA
5/8 Sharpsburg, MD
5/22 Boyers, PA
6/5 Laurelville, OH
6/19 Davis, WV
8/28 Millfield, OH
10/2 Bunner Ridge, WV
10/16 Elizabeth, WV
10/30 Mt. Morris, PA

### WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON., Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

### WERA Regional C'ship Series
**Mid-Atlantic Region**
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV

**Southeast Region**
2/26-27 Talladega, AL
3/19-20 Faulkville, GA
3/25-27 Talladega, AL
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA

**North Central Region**
4/2-3 Clermont, IN
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN

**Mid-Central Region**
2/26-27 Talladega, AL
4/2-3 Clermont, IN
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN

**South Central Region**
3/12-13 Henderson, TX
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

### WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

### WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

### WERA National Challenge Formula III Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

### *WERA Nat'l Endurance Series
3/26 Talladega, AL, Rnd 1
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

### WERA National Vintage Series
3/19 Faulkville, GA, Rnd 1
4/2 Clermont, IN, Rnd 2
4/9 Summit Point, WV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

### AHRMA Historic Cup Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

### BMW Classic Cup Series
3/7 Daytona, FL
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

### AHRMA Sound of Singles/ Battle of Twins Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

### *AHRMA/Vintage Iron National MX Series
3/5 Ocala, FL
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

### *AHRMA/Classic Bike Magazine Dirt Track Series
2/20 Devils Bowl, TX
3/6 Daytona, FL
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

### AHRMA/British Bike Magazine Trials Series
3/9 Ocala, FL
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

### AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

### *AHRMA Midwest MX Series
4/3 Casey, IL
5/21 Grattan, MI
6/4 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Crove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

### *AHRMA NorCal MX Series
2/13 Sandhill Ranch, CA
3/20 Carnegie Park, CA
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
5/29 Laguna Seca, CA
7/31 Carson, NV
8/14 Laguna Seca, CA
9/25 Fernley, CA
10/23 Hollister, CA
Info 408/663-4014

### AHRMA Northeast MX Series
4/30 New Egypt, NJ
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 201/767-9054

**AHRMA Rocky Mountain MX Series**
3/27 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/9-10 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

**AHRMA SoCal MX Series**
3/6 Palmdale, CA
10/9 Palmdale, CA
Info: 714/897-8265

**NMA World Mini Grand Prix**
4/8-10 Las Vegas, NV
Info 310/868-8112

**NMA Grand National MX Finals**
8/2-6 Ponca City, OK
Info 310/868-8112

**SRAC State C'ship Series**
3/6 Colorado Springs, CO
3/13 Pueblo, CO
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

**Nevada Rally**
8/13-20 Las Vegas, NV
Info 619/562-1440

**Land of Enchantment Endurance Rally**
9/26-30 Clovis, NM
Info 505/986-2374

**NESC C'ship Motocross Series**
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

***New England Trials Association Championship**
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

**V.D.T.R.A. Performance Nutrition Vintage Classics VII**
3/4-5 ST Hope, AK
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/ST/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

**FTR C'ship Enduro Series**
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

**FTR Championship Hare Scrambles Series**
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

**SETRA C'ship Enduro Series**
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

**SETRA Championship Hare Scramble Series**
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

**Sabine Enduro Circuit**
2/27 Oklahoma City, OK
3/6 Kirby, AR
3/14 Pitkin, LA
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

**CRA Road Race C'ship Series**
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

**OMRRA Road Race Series**
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

**Canadian Supercross Series**
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

**U.S.B.A. Road Race Series**
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

**Golden Crown of Baja off Road Desert Series**
3/18-20 Gran Carrera de Sonora Sonora, Mex.
4/29-5/1 Gran Carrera De Mexicali Mexican, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

**Gran Prix de Baja Series**
2/18-19 Mexicali Gran Prix Mexicali, B.C., Mex.
3/8-9 Tecate Gran Prix Tecate, B.C., Mex.
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex.
Info 818/340-5750

**LaPlaya MX GP Series**
3/6 Rosarito, B.C., Mex.
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

**Tucker Rocky Mx C'ship Series**
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

**CMRRA 50cc-125cc C'ship Road Race Series**
3/6 Palomar, CA
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

**MTEG Ultracross Series**
2/26 San Diego, CA
2/12 Anaheim, CA
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

**AMA Amateur Supercross Series**
2/12 Tampa, FL
2/26 Atlanta, GA
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

**Bieffe USA CMA California Winter Series**
2/20 Hollister, CA
2/27 Sacramento, CA
3/6 Oakdale, CA
Info 209/673-8080

**GFI California Winter Series**
**Northern Series**
2/20 Marysville, CA
**Southern Series**
2/13 Perris, CA
2/20 Carlsbad, CA
**North-South Showdown**
3/6 Perris, CA
Info 909/371-3434

**FMF/CMC Golden State Nationals**
**Northern Series**
2/13 Marysville, CA
**Southern Series**
2/13 Palmdale, CA
**Pac-Northwest Series**
2/20 Salem, OR
**Final Showdown**
2/26 Adelanto, CA
2/27 Adelanto, CA
Info 619/246-7262

**AFM Road Race Series**
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

**WSMC Road Race Series**
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

**WSDRA Dirt Track Series**
2/20 Rosamond, CA
3/5 Rosamond, CA

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APRIL 8-10, 1994

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Sun., Feb. 13 GFI Winter Series South - Rnd 4 Perris
Sun., Feb. 20 GFI Winter Series South - Rnd 5 Carlsbad
Sun., Feb. 20 GFI Winter Series North - Rnd. 4 Hanford
Sun., Mar. 6 GFI North-South Showdown Perris
A RIDER FOR THE RIDERS

SRA GP California Schedule
Members Non Members
February 27 Glen Helen
March 27 Sunrise Cycle Park
Info (714) 957-2985

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NORWALK, CA 90650
National Motosport Association

Old Timers MX Association Race Schedule
Sat., Feb. 12 Carlsbad MX
Sun., Feb. 20 Glen Helen MX CRC
Sun., Feb. 27 L.A. County G.P. CRC
For Information Call (714) 633-9503

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# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

3/19 Rosamond, CA
4/2 Rosamond, CA
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

**Old Timers MX Assn Nationals**
4/9-10 Palmdale, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AL., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 714/633-9503

**Motor Sports of America Short Track Championship Series**
5/14 Missoula, MT
5/28-29 Scottsbluff, NE
11/5 Evansville, IN

**Central Arizona Trials Series**
2/20 Phoenix, AZ
3/13 Phoenix, AZ
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

**MRA Road Race Series**
5/1 Logmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

**Motorcycle Asphalt Racing Series**
3/6 Barberville, FL
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

**CMMC Mini Nationals**
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

| FEBRUARY | | | | | | |
|---|---|---|---|---|---|---|
| S | M | T | W | T | F | S |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | | | | | |

• Denotes Pro Payback

## Feb 11-13

INDIANA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Market Square Arena, Indianapolis. Info: 817/834-2298.
LOUISIANA INDOOR MOTOCROSS
U.S. Hot Rod Association, "Cycle Wars", Monroe Civic Center, Monroe. Info: 708/963-4810.
MISSOURI SHORT TRACK
Motor Sports of America, Boone County Fairgrounds, Columbia. Info: 800/544-8714.

## Sat, Feb 12

CALIFORNIA MOTOCROSS
Old Timers/CRC, Carlsbad Raceway, Carlsbad. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA OFF-ROAD
• Mickey Thompson Off-Road/Ultracross Championship Series, Anaheim Stadium, Anaheim. Info: 714/254-3001.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals, Rnd. 3-No., Sacramento Raceway, Sacramento. Info: 916/363-2653.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
OREGON SPEEDWAY
• M.D.K.R.A. Clackamas County Fairgrounds, Canby. Info: 503/666-2342.

## Feb 12-13

CALIFORNIA SCRAMBLES
4-Ace's M/C, Dist. 37, Teagle Wash/Red Mountain, Ridgecrest. Info: 818/348-5286.
TEXAS TRIALS
Central Texas Trials Association, Texas Championship State Series, Rnds 1 & 2, City Park (Emma Long Park), Austin. Info: 512/345-4050.

## Sun, Feb 13

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals Rd. 4-So, L.A. County Raceway, Palmdale. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals Rd. 4-No, Marysville. Info: 916/695-2727.
CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA SWAP MEET
The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs Calif. State Univ., Northridge. Info: 818/361-0205.
CALIFORNIA MOTOCROSS
CRC, CMC event, CRC membership honored, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
GFI Winter Series South, Rnd. 4, Perris. Info: 909/ 371-3434.
CALIFORNIA MOTOCROSS
Motowest Racing, Hollister Hills G.P. track, Hollister. Info: 408/238-8208 or 637-2073.
CALIFORNIA VINTAGE
North Cal. Series, Sandhill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA SHORT TRACK
• Phil & Jeck Promotions, Sand Hill Ranch, Brentwood. Info: 510/516-2217 or 510/432-3328.
CALIFORNIA ENDURO
Two hour Endurothon Series, San Jose Speedway. Info: 408/224-4412 or 408/295-6906.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Repentigny, Quebec. Info: 514/654-8193, (514) 657-2086.
COLORADO STREET RALLY
World's Highest, Coldest Motorcycle Event, Elephant Ride, Grant. Info: 303/936-2317.
DELAWARE MOTOCROSS
AMA Dist. #7/ Delaware Motorsports Inc, Delaware Motor Sport Park (formerly Seaford Speedway), Seaford. Info: 302/335-4386.
GEORGIA MOTOCROSS
• Mocassin Creek MX, Screven. Info: 912/427-7595 or 579-6426.
GEORGIA MOTOCROSS
• Dixie Motorcycle Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MISSOURI HARE SCRAMBLES
Forsyth Ranch/Lebanon Kaw and Suz, Long Lane. Info: 417/345-5621.
NEW YORK ICE RACE
•AMA, Dist. 34/Tri-State Motorcycle Club, Krieger Park (Silver Lake), Woodridge. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS
• AMA/Elizabeth City Motorcycle Club, Elizabeth City Motocross Track, Elizabeth City. Info: 800/814-9204.
TEXAS HARE SCRAMBLE
• AMA, Texas Championship Hare Scramble Series, Texas Scramblers Association, Powell Ranch, High Grove. Info: 713/666-6483.
TEXAS MOTOCROSS
Oso Creek Motocross Club, Corpus Christi. Info: 512/852-7368.
VIRGINIA MOTOCROSS
•AMA, Competition Park, Virginia Beach. Info: 804/548-1052.
WISCONSIN SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show. Mecca Convention Center Arena, Milwaukee. Info: 319/462-6011.
WISCONSIN SWAP MEET
Downtown Civic Center, Eau Claire. Info: 715/834-8389.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

## Sat, Feb 19

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Valcourt, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
West Florida MX park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
MISSOURI SHORT TRACK
• Regal Motorsports, Boone County Fairgrounds, Columbia. Info: 314/875-1500 or 314/442-1279.
OHIO ICE RACE
AMA/Action Sports Promotions, Inc., AMA National Indoor Ice Race, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-MOTO.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503/777-2929.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

## Feb 18-20

OHIO ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Riverfront Coliseum, Cincinnati. Info: 817/834-2298.
PENNSYLVANIA MOTORAMA
Trail-way Speedway Arena races and speed show, 2&4 wheels, micro sprints, odysseys, R/Cs, Harrisburg. Info: 717/359-4310.

## Feb 19-20

ARIZONA DUAL SPORT
AMA Dist. #37/Tour 'N Trail Promotions, Wild West 200, Bullhead City. Info: 818/249-2141.
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-4541.

## Sun, Feb 20

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
ALASKA ICE RACE
• Aurora Racing Inc., Klondike Inn, Big Lake, Wasilla. Info: 907/376-7905.
ARIZONA MOTOCROSS
• CMC Arizona, Canyon Raceway, Phoenix. Info: 602/863-1028.
ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Bee Branch. Info: 501/362-4230.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motocross Assoc, California Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
Old Timers/CRC, Glen Helen Raceway, San Bernardino. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
GFI Winter Series South, Rnd. 5, Carlsbad. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series North, Rnd. 4, Hanford. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.
CALIFORNIA DIRT TRACK TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA CROSS COUNTRY
Greg Scheid and Associates, Metcalf Park, San Jose. Info: 408/972-8063.
CALIFORNIA SPEEDWAY
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CANADA ICE RACE
CMA, Canada Cup Transcycle/ Produmax Ice Racing Series, Chambly, Quebec. Info: 514/654-8193, (514) 657-2086.
DELAWARE MOTOCROSS
AMA Dist. #7/Delaware Motor Sports Inc., Delaware Motor Sport Park, Seaford. Info: 302/335-4386.
FLORIDA MOTOCROSS
South Florida MX Championship Series, Orlando Mx Park, Bithlo. Info: 407/568-2271.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info: 912/788-8227, 956-5420.
GEORGIA MOTOCROSS
Bremen MX, Bremen. Info: 404/941-8464.
KANSAS HARE SCRAMBLES
• K.O.R.R., Green Acres MX Park, Marion. Info: 316/636-5113.
MINNESOTA ICE RACE
DTRA, Martins Resort, Rush Lake, Rush City. Info: 612/560-7818.
MISSOURI MOTOCROSS
• M.R.A./Forsyth Ranch, Long Lane. Info: 417/345-5621.
NEVADA MOTOCROSS
On Trac Events, Silver State Raceway, Carson City. Info: 702/267-4392
NEW YORK SCRAMBLES
Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NEW YORK ICE RACE
•AMA, Dist. 34/Tri-State Motorcycle Club, Krieger Park (Silver Lake), Woodridge. Info: 914/564-4814.
NEW YORK ICE RACE
AMA/Electric City Riders MC, Warners Lake, E. Berne. Info: 518/374-7979 or 452-2503.
NORTH CAROLINA MOTOCROSS
• NAME, Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OREGON MOTOCROSS
CMC, Golden State National Rnd. 2, Salem Arenacross, Salem. Info: 503/928-4474.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
SOUTH CAROLINA HARE SCRAMBLE
SE&TRA Which Way Hare Scramble, Holly Hill. Info: 803/863-1940.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Purrysburg Rd., Hardeeville. Info: 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Hohenwald. Info: 615/331-1475.
TEXAS FLAT TRACK/SWAP MEET
14th Annual AMA Half Mile Flat track and swap meet, Devils Bowl Speedway, Dallas. Info: 214/216-5520.
TEXAS MOTOCROSS
Oso Creek Motocross Club, Corpus Christi. Info: 512/852-7368.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

## Feb 25-26

OKLAHOMA INDOOR MOTOCROSS
U.S. Hot Rod Association, "Cycle Wars", Oklahoma City Fairgrounds, Oklahoma City. Info: 708/963-4810.

## Feb 25-27

COLORADO ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Denver Coliseum, Denver. Info: 817/834-2298.
OHIO SUPERCROSS
• C.R.A. Faircross Promotions, Fox Factory, Jerry Ferrells Honda/Kawasaki, Summit County Fairgrounds Arena, Akron. Info: 216/769-2713 or 216/ 948-1478.

## Sat, Feb 26

CALIFORNIA DIRT TRACK/TT
Triple M Racing Promotions, A.H.R.M.A., Tulare Cycle Park, Tulare. Info: 209/685-0503.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA OFF-ROAD
• Mickey Thompson Off-Road/Ultracross Champsionship Series, Jack Murphy Stadium, San Diego. Info: 714/254-3001.
GEORGIA MOTOCROSS
Thunder Creek Mx, High Falls. Info: 912/994-6630.
IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OREGON SPEEDWAY
•M.D.K.R.A. Clackamas County Fairgrounds, Canby. Info: 503/666-2342.

## Sun, Feb 27

CALIFORNIA DIRT TRACK/TT
Triple M Racing Promotions, A.H.R.M.A., Tulare Cycle Park, Tulare. Info: 209/685-0503.
CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills G.P. Track, Hollister Hills. Infp: 408/972-8063.
CALIFORNIA GRAND PRIX
CRC, "Magic Mountain G.P.", L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA HARE & HOUND
AMA/Dist. 37/Huntington Beach M/C, AMA National Hare & Hound, Lucerne Valley to Bessemer Mine Road, Lucerne Valley. Info: 714/554-0898.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA HARE SCRAMBLES
AMA/District 36/Polka Dots M.C., Mammoth Bar, Auburn. Info: 916/624-7407.
CALIFORNIA DUAL SPORT
AMA Sanctioned/Cal Poly Penguins M/C, San Luis Obispo. Info: 805/542-9157.
CALIFORNIA ENDURO
Two hour Endurothon Series, San Jose Speedway. Info: 408/224-4412 or 408/295-6906.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, St. Narcisse, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line, Ona. Info: 813/751-2116.
INDIANA SWAP MEET
J&P Promotions. Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.
IOWA TRADE SHOW
J & P Promotions, 14th Annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MICHIGAN SWAP MEET
Motorcycle Swap Meet, Michigan State Fairgrounds, Detroit. Info: 616/941-0815.
NEW JERSEY TRADE SHOW
J & P Promotions, Motorcycle Parts Extravanaganza, Meadowlands Convention Center, Secaucus. Info: 319/462-6011.
NEW MEXICO HARE & HOUND
Prairie Dawg M.C. , New Mexico Desert Racing Series, Tarantula 100, Red Sands BCM riding area, Alamogordo. Info: 505/434-0454.
NEW YORK ICE RACE
•AMA, Dist. 34/Tri-State Motorcycle Club, Krieger Park (Silver Lake), Woodridge. Info: 914/564-4814.
PENNSYLVANIA MOTOCROSS
Trail-way Speedway-2&4 wheels, Harrisburg. Info: 717/359-0559.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.
PENNSYLVANIA MOTOCROSS
• Trail-way Speedway, Hanover. Info: 717/359-4310.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920.

# FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

# WANT ADS

# HELP WANTED

### R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

### Super Salesmanager
Live in the sunny south! Large multi-line motorcycle and watercraft dealer located near east coast beaches. Must be trained to manage multiple salespeople. Good working and living conditions. Good benefits. Rookies need not apply. Send resume to Britts Motorsports, 6789 Market Street, Wilmington, NC 28405. NC. (303-06)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

### Corona Honda Motorcycles
Opening soon in Corona, California! Positions open for experienced sales persons, parts manager, service manager, experienced mechanics. Fax your resume (714) 707-5595 or call (714) 707-5490, ask for Guss. CA. (304-07)

### Yamaha Mechanic-South Florida
Riva Yamaha in Fort Lauderdale, Florida area needs experienced Yamaha motorcycle mechanic. Must know Yamaha motorcycles inside and out. Excellent pay and full benefits. Call Robin. (305) 785-4820. FL. (304-07)

### Experienced Technicians Wanted
Downers Grove Yamaha-DGY Racing: Illinois leading service center needs two motivated mechanics to perform high quality service work on motorcycles, personal watercraft, and snowmobiles. Five years experience required.. Call Harry at (708) 971-2602 or send resume to: 330 Ogden Avenue, Downers Grove, IL 60515. IL (205-07)

### Motorcycle/PWC Technician
Position requires 2 years minimum dealership experience, top pay plus vacations, uniforms, medical and dental insurance and profit sharing. Come live in the beautiful mountains of N.C. where the riding is great and the cost of living is low. Call Mr. Rudd at (704) 253-5648. MR Honda Kawasaki Yamaha Sea-Doo. NC. (205-06)

### Accessory Manager
Responsible for merchandising, display and new product sales. Must have at least 3 years dealership experience. Up to $2,000 per month earning potential. Medical, dental, holidays, vacations and profit sharing. Live in the great Smokey mountains. Year round motorcycle riding and low cost of living. Call Mike Maki (704) 253-5648. MR Honda, Kawasaki, Yamaha, Sea-Doo. Asheville, NC. NC. (205-06)

### Sales-Parts-Technician
San Bernardino Sportcenter, large volume Honda, Suzuki, Kawasaki, Sea-Doo dealer has openings for sales persons, parts counter persons, mechanic and set-up person. Experience only. Apply in person. 180 E.Baseline, San Bernardino. (909) 888-7755. CA. (205-06)

### Experienced Technician
Midwest districts largest Honda dealer. Full-service facility, motorcycle, watercraft, power equipment, year-round employment, solid position. 3 years minimum experience. Call (319) 524-2604, ask for Ken Foster, Service manager. IA. (305-08)

### Northern California
Riverfront Kawasaki Suzuki has openings for a service manager/mechanic and a parts manager trainee. Send resumes to 437 Palora Avenue, Yuba City, CA 95991 or call (916) 673-3744. CA. (305-07)

### Service Tech. Wanted
Motorcycle, snowmobile, watercraft and ATVs. Full time, year round. Benefits include medical and vacation. Yamaha and Kawasaki experience helpful. Will train right person, 24k if qualified. Send resume to: 301 West Lakeway, Gillette, Wyoming 82718 or call Jerry Cites at (307) 682-4060. WY. (305-08)

### Parts Person
White Brothers is seeking a parts person for their expanding Suspension Dept. Ideal candidate will have a basic knowledge of suspension components and dealership parts department experience, typing and computer knowledge an asset. Great company benefits. Please send your resume to: White Brothers, attn: Jim Lewis, 24845 Corbit Place, Yorba Linda, CA 92687 or fax (714) 692-3409. No phone calls please. CA. (205-06)

### Help Wanted
Pro Circuit Racing International has a full-time position available in its shipping and receiving department. Applicants must be detail oriented and have the ability to work in a fast paced atmosphere. Fill out an application at or mail resume to: Pro Circuit Racing, attn: "Shipping Position", 4214 East La Palma Ave., Anaheim, CA 92807. CA. (205-06)

MIDDLE TENNESSEE: Multi-line dealer seeking technician with motorcycle and personal watercraft experience. Two years minimum dealership experience required. Send resume & references (confidential): P.O. Box 17966, Nashville, TN 37217-0966. TN. (205-06)

### Parts Person
Large Yamaha/Sea-Doo dealer in San Diego has immediate opening for experienced parts person. Incentives/benefits. Call Paul or Jim (619) 292-5454. CA. (205-06)

### Sales, Parts, Service
Honda Kawasaki Sport Center, California. Most aggressive, multi-line super dealership located in sunny south Orange County needs professionals for all departments. Fax your resume, Attn: Vic. Fax (714) 859-3186. CA. (205-07)

SERIVCE TECH WANTED, experience needed. Honda, Yamaha m/c, atv, pwc. Top pay for right person, located in sunny south . Call Rick between 9am to 6pm EST. (912) 927-7070. GA. (104-06)

### Parts and Accessories
Pro Italia is seeking an experienced full time person uniquely qualified to work with Italian motorcycle parts and accessories. Duties include counter and telephone sales, packaging and shipping. Computer knowledge helpful. Medical benefits. Send resume to Pro Italia, 3518 N.Verdugo Rd., Glendale, CA 91208 or contact Paul at (818) 249-5707. CA. (206-TFN)

### Sunny California Awaits!
Salinas M/C Center. The largest dealer on the cental coast is looking for a top notch jet ski mechanic and experienced sales help. This market is growing quickly for us. Motorcycle experience is a big plus. We need you now! Great people, great weather, great pay plan to the right person. Call (408) 442-3511, ask for Michael or Tim. CA. (206-09)

SERVICE TECHNICIANS WANTED. Immediate opportunity for versatile technician with background in Honda products. Income based on experience. Multi-line dealer in ATVs, bikes, watercraft & snowmobiles. Benefits include insurance and uniforms. Call Steve Hopkins at North End Cycle (219) 264-0618 or send resume to same at: 2426 Cassopolis Street, Elkhart, IN 46514. IN. (206)

### Arizona
Mechanic/parts. Vast experience in Japanese line, references required. Steve's Cycle. Mesa. (602) 964-4754. AZ. (206-07)

EXPERIENCED TECHNICIANS-Milwaukee's finest Honda/Suzuki dealership. Modern facility. Excellent pay and benefits. Call Phil (414) 764-2800. WI. (302-08/EOI)

### Several Positions Available
Growing business in sunny New Mexico. Parts clerk, service advisor, technician needed now. Experience required. Scott's Kawasaki Suzuki Honda Las Cruces. Call Scott for details (505) 524-3626. NM. (306-07)

### Experienced Mechanic
Needed in multi-line dealership in Colorado Springs. Motorcycles, atvs, snowmobiles, watercraft. Send resume to 3505 E.Platte Ave., Colorado Springs, CO 80909. CO. (306-08)

### Technicians Wanted
Experienced only! Excellent working conditions with good pay and benefits. Send resume to: Cliff's Honda Yamaha, Richmond, Virginia. Fax# (804) 359-1831 or call (804) 353-3242. VA. (306-07)

### Journeyman Mechanic Needed
Expanding multi line dealership. Salary plus commission. Send resume to: WCPS, 2345 Golden Hill Rd., Paso Robles, CA 93446 or call Chris at (805) 237-9277. CA. (106-08)

### "Opportunity" Call (818) 980-3715
Suzuki shop has openings in both service and sales. CA. (206-07)

### Salesperson - Motorcycle/Watercraft
Need experienced sales person for year round position, 5 days per week. Good pay & benefits for motivated person who will apply their self. Send work history & salary history to: Kawasaki of Las Vegas, 3800 N.Rancho Drive, Las Vegas, NV 89130-3410, Attn: Dale. (702) 656-1955. NV. (206)

### Harley Davidson Technician Wanted
Earl Small's Harley Davidson, Atlanta's largest full service dealer is expanding again. Our newly remodeled service dept. requires the addition of four qualified technicians. Job experience is required. We offer a complete benefits package, including hospitalization, paid vacation, & holidays. Enjoy Atlanta's year round riding season. Send resume to: Earl Small's Harley Davidson, 993 S. Cobb Dr., Marietta, GA 30060 or contact Mark (404) 919-0000. GA. (206-09)

### Service Manager
Start immediately. Excellent pay; benefits. Apply Daytona Fun Machines Honda Kawasaki Yamaha Sea-Doo, 450 Ridgewood Ave., Holly Hill, FL 32117 or fax (904) 253-6796. FL. (206)

### Technician Needed
Vance & Hines Long Beach has immediate opening for experienced performance oriented mechanic. 5 years experience. (310) 423-8878. CA. (206-07)

### Harley-Davidson Technicians
Progressive Harley-Davidson dealer is expanding, we are looking for top grade Harley-Davidson mechanics who want to work year round in an air conditioned, fully equipped service department and earn top pay. Largest Harley Davidson dealer in the Carolinas. A great place to live. Call Ron or Ken at (704) 372-1375 or write to: Harley-Davidson of Charlotte, 2429 S.Tryon Street, Charlotte, North Carolina 28203. NC. (306-09)

# POSITION WANTED

### Manufacturers Rep Position
An independent team playing salesman with a proven record in establishing and maintaining clients of high ticket equipment and services, wishes to pursue a career in life long passion of motorcycling. Ed (410) 757-9079. MD. (306)

# BUSINESS OPPORTUNITIES

BEAUTIFUL OREGON COASTAL location, only franchised dealership in county. Lots of growth potential, parts and service all brands, easy two person operation. Illness forces sale. Large service department. Reasonable. Contact Gary, 2224 N.E. 33rd #2, Lincoln City, OR 97367. (503) 994-7735. OR. (106)

LET THE GOVERNMENT finance your cycle-related small business. Grants/loans to $500,000. Free recorded message. (707) 448-0270. (KB7) CA. (106)

# COLLECTORS

### Maico & CZ Parts Cheap!!!
Northwest Maico & CZ. (503) 389-6112. OR. (303-08/C)

### Works Performance Shocks
Next day shipping for Maico CZ Bultaco Honda $239.95 pair. Northwest Maico & CZ. (503) 389-6112. OR. (303-06/C)

### RD350/400 Parts
Vintage racing parts, fiber glass fenders, full fairings, solo seats, shocks, carbs, electrical, etc. U.P.S. daily. (509) 453-1976. WA. (306-09/C)

### 1966 H-D CRS Sprint
Complete all original matching #s bike, $1,600. (419) 476-8293. OH. (306-07/C)

TWO YAMAHA R5s to part out, plus some RD parts. (607) 936-8390. NY. (305-06/C)

1956 BSA BB34 TRIALS bike, built by Dick Mann in 1988. Winner 2 AHRMA national trials championships 500cc pre-unit all alloy engine. Written offers should be sent to: Stanley Jakubaszek, 1130 Magnolia Road, Teaneck NJ 07666. NJ. (305-08/C)

### Indian Racing Products Inc.
New. Made in U.S.A. Indian Scout pistons, Bonneville and standard. Bonn. $150 per pair, std $125 per pair. Includes rings w/pins and s/clips, std size thru +.070. George Wilson (304) 873-2374, fax (304) 873-2523. WV. (305-08/C)

### British Parts
Free 200 page catalog. Call 1(800) BRT-ONLY. MI. (305-10/C)

### '74 Rokon 340
Very clean, stock. All enduro hardware, manuals, $1,600/obo. (408) 227-9116. CA. (105-06/C)

WANTED NOS Dunlops. 4.00x18 K87, 3.25x19 F6B. Call Dave (310) 641-1032. CA. (005-06/C)

### Obsolete Kawasaki Parts
Brand new in box, '73 Z-1 fuel tank. '82 1000R tank in excellent condition. Used Z-1 pipes. Many other Kawasaki NOS parts. Best offer. Call Jeff or fax (602) 790-6784. (602) 747-4624. AZ. (105-06/C)

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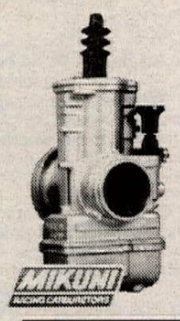


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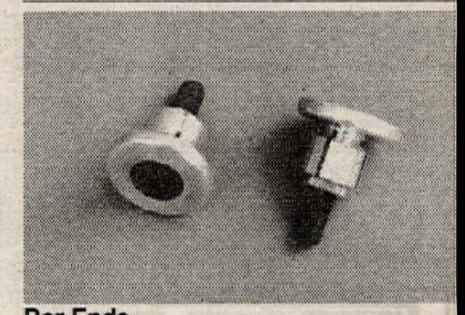

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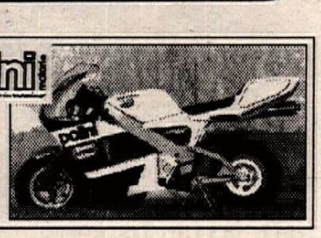

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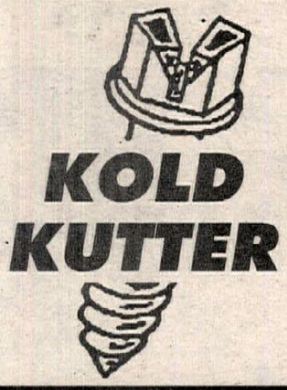


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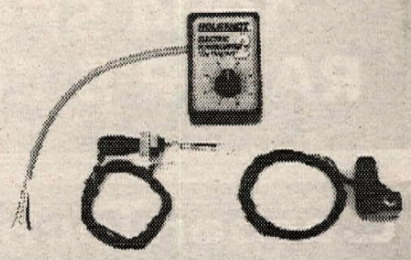

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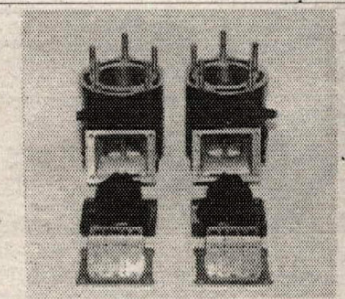

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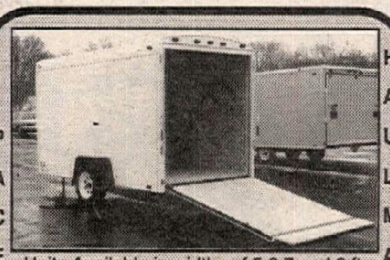

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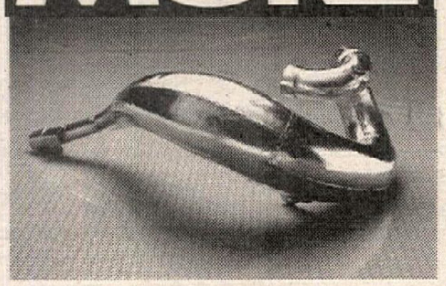

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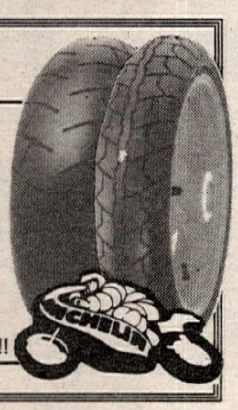

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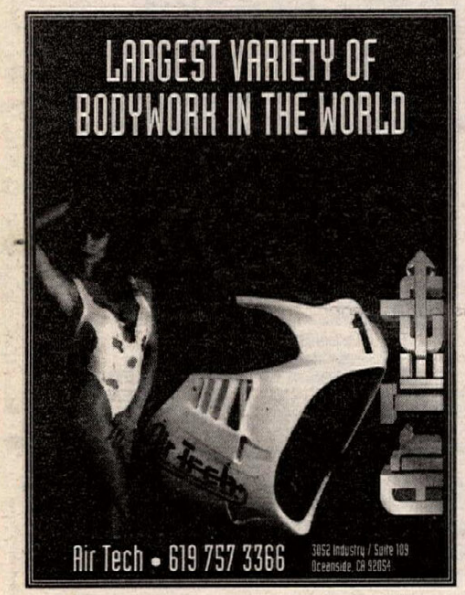


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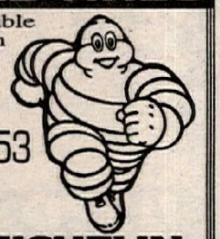

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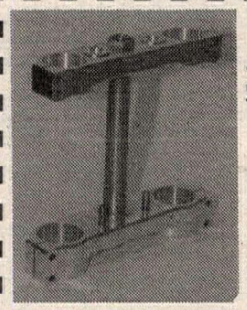

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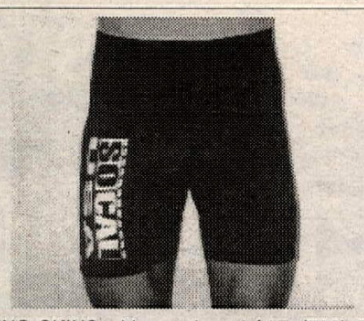

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DUCATI 851 FACTORY EXHAUST system complete, like new, $395. Set of cylinders, pistons $300. (714) 545-6211. CA. (306)

### Wanted '89 FZR1000 Parts
Upper fairing/bracket, tail section, windshield, mirrors. Also want Trick shock and miscellaneous hop up parts. (913) 537-9302. KS. (306)

### Early GSXR Parts
Carbs/stage III $100, 7/11 front ends $200, 1100 wheels $200, 1990 750 front end $300. Lots of miscellaneous. (913) 537-9302. KS. (306)

### KTM Dual Sport LC4 600
'88 with all electrical upgrades, two sets wheels Michelin street, Metzeler off-road, DOT headlight/taillight, tagged and titled. Ready fo Daytona. (404) 491-7769. GA. (106-07

1994 900RR, LOW MILES, cosmetic damage only not salvaged. $5,975. (714) 967-7633. CA. (306

### '86 Honda VF500
'85 carbs (2mm larger) w/ dynojet kit, Hindl exhaust, 41mm CBR front end complete inc brakes. 17" CBR wheels front & rear. Telefix cli ons, Rask rear sets, Air Tech RC31 fairing wit TZ250B seat, Scitsu 14k tach. Many spares inc parts engine, work stand, 2 sets of carbs, etc Available late February, $2,000. (517) 223-9113 MI. (306-07/P

PARTING OUT ZX-7: '89-'90 ZX-10s, '85-'89 Ninj 600/750/900/1000R, '90 600 Katana, '87 GSXR750 '91 GSXR1100, '87-'91 CBR600 F2, '89 FZR600 (508) 993-4864. MA. (306-07

### Road Racers, Receive Free Mailings
Contains info about used bikes/parts, new products t-shirts, etc. Send name and address to: Eric Motorsports, Dept. RRM, 4134 Garfield, Denve Colorado 80216. CO. (206

### CBR600F2 Parts Extravaganza!
Frame, motors, front ends, wheels, tank, bodywork gauges, headlights, blah, blah, blah... Eric Motorsports. (303) 355-7459. CO. (206

F2, 900RR, HAWK COSMETICS, swingarms tanks, exhausts, seats, etc. Hawk frame CBR600F1 frame, RC30 exhaust. Need 199 900RR cosmetics. (714) 545-6211. CA. (306-07

### FZR 400 Parts
Engine parts, chassis parts, electrical parts, racin stuff. Call Dan at (404) 939-5140 or pager at (404 418-7193. GA. (106-07

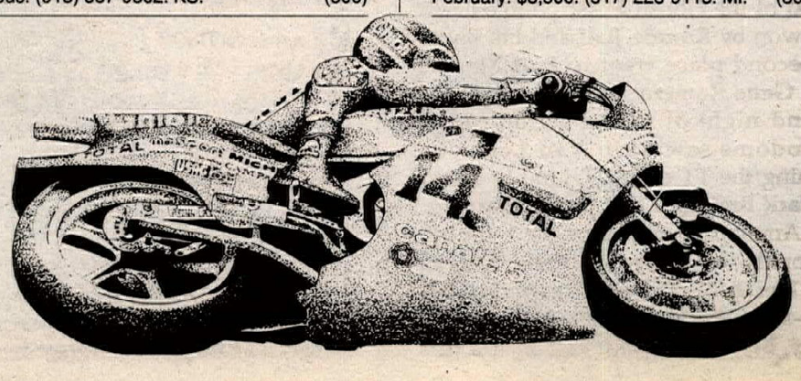
### Mikuni Race Carbs
36mm RS flatslides. Push pull throttle ass $325 1988 GSXR1100 motor complete, 3k miles, $1,400 Many other 750-1100 GSXR parts cheap. Ask fo Hollie (502) 227-2832. KY. (106

### 1993 AMA Amateur Hillclimb
Championship, VHS videos, $19.95 each include postage. Send check to: Quaboag Riders, P.O. Bo 251, Monson, Mass 01057. MA. (106

1984 KX 350, GOOD CONDITION, $900. (71 879-5654. CA. (306

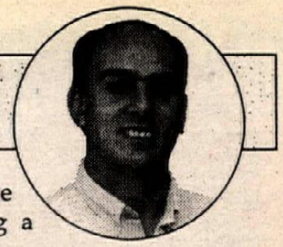
### '93 Two Brothers Racing F2
Honda CBR600 as raced by Tommy Lynch, AM Supersport legal. One race on motor.Fast! Read for Daytona. $6,100. Also for sale, new factor Honda spares cheap! Call for details. (215) 250 9545. PA. (306-07

### '91 Honda VFR750F
Bike weighs 412lbs. wet! Zero hours on fresh blue print rebuild, ported & polished heads, full radiu valve job, Wiseco 13.5 to 1 pistons, balanced cran 38mm RC30 carbs with HRC race kit, undercut shimmed trans, Kerker exhaust, Scitsu 14k tac digital water temp gauge. Custom moly rear sub frame, rear sets, revalved forks with PS spring Fox shock, WP steering damper, stainless, brak lines front and rear, Air Tech RC30 bodywor w/HRC seat pad, Gustaffson screen, full set of gea ing, Two Brothers rear work stand. Spares includ complete stock engine, 2 sets of stock carbs wi Dynojet kit; ignition/black box, front wheel w/ rotor rear wheel; forks, calipers & master cylinder; swin arm w/hub, rotor & master cylinder; footpegs; cl ons & fuel tank; several special tools. Available m February. $8,500. (517) 223-9113. MI. (306-07/



# CHICANERY

By Henny Ray Abrams



Hitchhiking on the information superhighway "Chicanery" found a notice from a racing team in Texas offering equipment for the 125cc GP exhibition class to be held at national road race events. Somewhat curious, we gave our cheap correspondent, Henry-Roy Adams, a one-way ticket on a Greyhound bus to find Slick Noodleman, the titular head of Needlessly Irritating Two-Wheelers In Tarmac (NITWIT) a racing-only organization that promotes, yet doesn't sanction, a series of irregular races. Adams caught up with Noodleman at his Jell-O farm in Larry's River, Nova Scotia.

"Why the new NITWIT races?"

"NITWIT firmly believes that racing should be built from the ground up. That's why we're promoting the Junior Educational Racing Championship (JERC)."

"So the class winner will be...

"The NITWIT JERC."

"I'm sure it will make his family proud. What age group will be allowed to race?"

"We don't want this class to be age-specific. If they can operate a motorcycle, they can race."

"Toddlers, tykes, teens? Anyone can race?"

"Well, not anyone. They'll need a motorcycle, a set of leathers, an approved helmet, and a $600 entry fee."

"Wow! Six hundred bucks. Don't you think that will limit the size of the field?"

"We won't be racing in a field."

"So you'll have two-year olds racing and saying things like 'I just wanted to ride my own race.' "

"They're mistaken. They'll be riding in my races."

"Isn't two years old a little young?"

"Well, not to a one-year-old."

"Why don't you just have fetus racing?"

"Who leaked that to you?"

"You're kidding of course."

"We see it as an enormous opportunity to bring the whole family to the races."

"Mother and fetus?"

"We prefer to think of them, not as fetuses, but as 'incomplete entries'."

"Have you decided on a name for this class?"

"We're going to call it 'Maternity Moto Mamas.' "

"And you don't think people will find that politically incorrect?"

"It beat out 'Fat Biker Chicks'."

"What sort of machinery will they be racing?"

"They won't be racing machinery, they'll be racing motorcycles."

"What displacement?"

"Displacement measurement of volume. Why we talk like this?"

"What type of motorcycles will the women be competing aboard?"

"That's still being discussed. It will either be 1990 Honda Pacific Coasts or 1987 Husky 125s."

"When are you going to decide?"

"Whenever my cousin Filbert figures out which he's got more of in the barn."

"Filbert. Filbert's a nut, right?"

"We like to think of him as two links short of a chain."

"I see. What about having pregnant ladies competing on race bikes? Aren't you worried about their safety?"

"Not as long as the women don't crash'em too much."

"No, I mean the women."

"We're allowing gas tanks to be modified to be more accommodating, we've looked into footpeg height, and we're not going to have the races too early in the day."

"What difference does it make when they race?"

"Morning sickness."

"Of course."

"Aren't you worried about cheating?"

"You mean, am I worried that the other riders will hit on them?

"No, I mean is there a mechanism in place to verify that these women are, in fact, pregnant?"

"We ordered the mechanism, but it has to be sterilized first."

"Will you have a licensed obstetrician operating it?"

"We were going to, then he lost his license. Something about three DUI's in a week."

"So who will your new inspector be?"

"We were thinking of Beavis and Butthead."

"You realize, of course, they're completely made-up."

"No, I didn't, but if it makes them look better on TV we here at NITWIT understand."

"Do you have any other new wrinkles this season?"

"No, but you should see my fifth wife. The winter here in Larrys River wasn't kind to her."

"I mean, is there anything new we'll see at the races."

"Well, in order to put some excitement in this year's Altoona 300....

"Excuse me, Altoona is going to be 300 miles?"

"No, of course not. 300 laps. We've extended it slightly to give the fans more racing, but tire changes will be mandatory and at each gas stop the rider has to eat a chicken burrito."

"Why a chicken burrito?"

"Cheaper than beef."

"Don't you think making tire changes mandatory will favor the better-equipped teams?"

"How so?"

"Well, for instance, they're the only ones that would have enough wheels to mount spare tires on."

"We're not allowing spare wheels."

"Let me get this straight. The riders have to use the same wheels for the entire race."

"Correct."

"The only way they could do that is if they changed the tires on the rim at each gas stop."

"Correct."

"Let me get this straight. The rider pulls in, he gasses up, the wheels come off, the tires come off, new ones are pried on, and his crew sends him off?"

"What crew?

"His pit crew."

"What pit crew?"

"You've eliminated pit crews?"

"Eliminate is too strong a word."

"If they're not allowed to gas the bike up or change the tires, what can they do?"

"Make the burritos."

"The pit stop goes like this: The rider comes in, fills his own gas tank, takes his own wheels off, pries his own tires off, mounts and balances his new tires, puts them back on his bike, and re-joins the race. Is that about right?"

"You forgot one important detail: Tire inflation."

"Don't tell me. They can't use a compressor or bicycle pump, they have to blow them up like a balloon."

"You think that'll work? Let me write that down. How do you spell balloon?"

"Have you considered the danger of so many riders mounting tires badly? Isn't there a safety aspect involved?"

"Not with us. As I was saying, this year's Altoona 300 is going be 'chicane-optional'."

"Meaning what?"

"Meaning that the riders have the option of skipping the chicane eight times during the race."

"Don't you think they have enough to worry about - tires, gas, traffic, fatigue, debris, burritos, sea gulls, photographers with red T-shirts - that they shouldn't have to worry about counting to eight?"

"As a condition of their credential, photographers will have to wear sandwich boards."

"Advertising what?"

"Husky 125s for next to nothing."

"Aren't you worried that the speed differential between the riders skipping the chicane and those entering the banking will be about 90 mph?"

"No, we were worried it would be 75 mph - 90 mph is more than we could have hoped for. From your lips to God's tailwind. Who does your math?"

"Einstein."

"You think he'll come to work for us? I can get him a good deal on a Pacific Coast." CN

# LOOKING BACK...

## 25 YEARS AGO
## February 25, 1969...

The opening round of the Grand National Championship at the Houston Astrodome and the Elsinore Grand Prix were featured on the cover of Issue #6 in 1969...The short track round of the Houston Astrodome event was won by **Ronnie Rall** and his Bultaco; second place went to **Bart Markel** with **Gene Romero** finishing third. The second night of racing action in the Astrodome saw **Skip Van Leeuwen** winning the TT on his Triumph, ahead of **Mark Brelsford** and **Dusty Coppage**. The Amateur portions of the twin-bill Nationals were won by **David Aldana** and **Keith Mashburn**, respectively. Four-time World Speedway Champion **Barry Briggs** finished last in his dirt track racing debut at the Astrodome...**Gunnar Lindstrom** was the overall winner of the Elsinore Grand Prix in southern California...The Want Ads section featured a 1964 Goldstar scrambler, new engine, new tires, fast, with spares $475...

## 15 YEARS AGO
## February 21, 1979...

Yamaha factory teammates **Bob Hannah** and **Mike Bell** split wins in the two nights of racing in the third and fourth rounds of the AMA/Toyota Supercross Series in the Seattle Kingdome. Hannah topped **Tommy Croft** and **Marty Smith** with Bell beating **Danny LaPorte** and **Warren Reid**...The SCORE Parker 400 was won by the team of **Scot Harden** and **Brent Wallingsford** on a Husqvarna...In round six of the CMC Golden State MX Series, the class wins went to **Danny Chandler**, and **Broc Glover**. Chandler won both the 250 and 500cc Pro classes while Glover's win came in the 125cc class...Yamaha team manager **Ken Clark** was featured in a four-page interview...**Rich Arnaiz** won the 250cc Expert class during rough scrambles racing action in Oakdale, California. **Fred Merkel** won the 125cc Junior class at the same event with **Chris Carr** taking the 80cc Expert race win...

## 5 YEARS AGO
## February 15, 1989...

Rick **Johnson** won both supercross races during the Seattle Kingdome doubleheader in Washington. Johnson beat **Ron Tichenor** and **Ron Lechien** on Saturday night and then came back to beat **Johnny O'Mara** and **Guy Cooper** on Sunday afternoon. **Jeff Matiasevich** won the 125cc events on both days...The National Championship Hare Scrambles Series got underway in Hollister, California, with **Larry Roeseler** taking the win over **Ron Naylor**...Roeseler also won the Parker 400 on the same weekend, teaming with **Danny LaPorte**...**Jimmy Button** won the 125cc Intermediate class at the CMC Golden State National Amateur MX Series in Carlsbad, California. The 80cc Expert class was won by **Buddy Antunez** over **Tommy Clowers**, **Jeff Albrecht**, **Jeff Dement** and **Damon Huffman**... CN

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